

ILLUSTRATED ATLAS
OF THE
DOMINION OF CANADA

CONTAINING AUTHENTIC AND COMPLETE

MAPS OF ALL THE PROVINCES

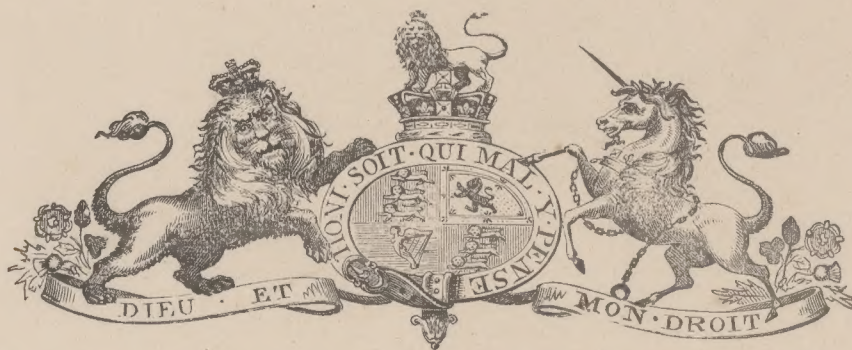
THE NORTH-WEST TERRITORIES AND THE ISLAND OF NEWFOUNDLAND,

FROM THE LATEST OFFICIAL SURVEYS AND PLANS, BY PERMISSION OF THE
GENERAL AND PROVINCIAL GOVERNMENTS,

TOGETHER WITH A GENERAL DESCRIPTIVE HISTORY, &c.

ALSO,

*Maps of Europe, Asia, Africa, North and South America, United States,
Oceanica, The World, &c., &c.*



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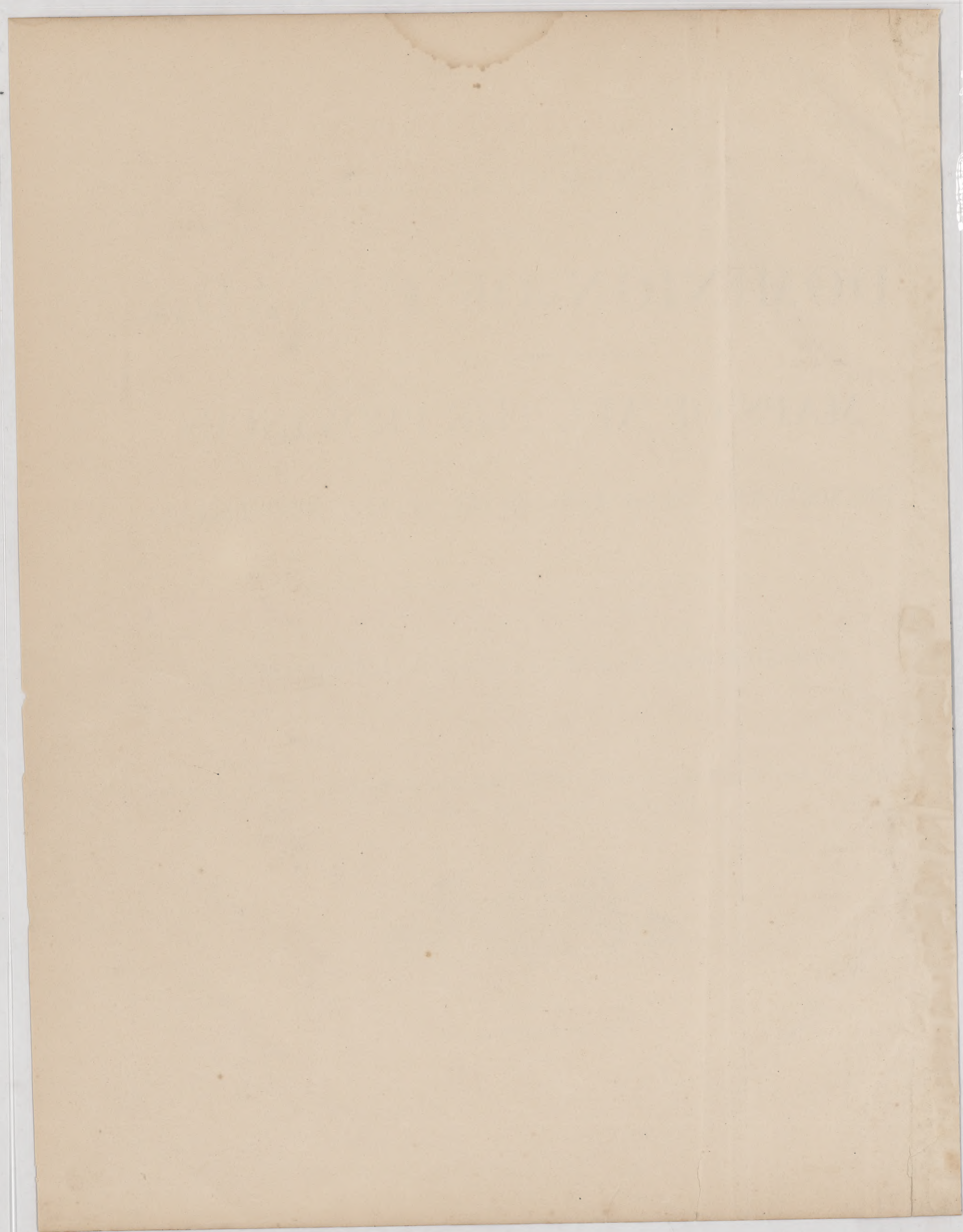
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DOMINION OF CANADA.

THE GEOGRAPHICAL POSITION AND EXTENT of the Dominion of Canada are more exactly shown in the maps of this atlas,—the *projections* for which were laid down by the United States Coast Survey at Washington, and the details furnished by the *latest surveys* of the Dominion and Provincial Governments,—and a clearer idea given of the value and extent of its vast territory than it has heretofore been possible to obtain through *private* and *less* comprehensive surveys.

From the southern frontier-line which separates them from the United States, to their ice-bound extension towards the Arctic Pole, then stretching from ocean to ocean, and measuring an air-line of 3000 miles from the outer limit of the Island of Newfoundland, washed by the Atlantic, to the outer limit of Vancouver's Island in the Pacific, the magnitude of the North American possessions of Great Britain, embracing more than half of the continent within their limits, is hardly realized by its own residents, and still less by even the most interested of our brethren in the mother country.

The line of demarcation between the territory of the United States and the territory of the Dominion of Canada starts on the east from the mouth of the River Ste. Croix, in the Province of New Brunswick, at a point where a land-mark, called the "Monument," is erected; following the waters of that river, it crosses a portion of the valley of the St. John, till it reaches that noble stream, the middle course of which it then follows to the mouth of the St. François River; thence it is continued by a broken line till, in the Province of Quebec, it reaches the 45th parallel of N. latitude, which it follows to St. Regis on the St. Lawrence. From St. Regis the boundary-line between the two countries is the middle course of the St. Lawrence, and of Lake Ontario, Niagara River, Lake Erie, River Detroit, Lake Ste. Claire, River Ste. Claire, and Lakes Huron and Superior. From the head of Lake Superior, the frontier-line follows the water-courses to Lac-des-Bois, and then the 49th parallel to the Pacific Ocean. North of the frontier-line thus traced, the whole of the continent of America is Canadian soil, with the exception of the territory of Alaska, formerly Russian America.

At the eastern frontier above briefly described, lie, surrounded by the waters of the Atlantic, the Island of Cape Breton and Prince Edward Island, which are in the Dominion, together with the Province of Newfoundland, which, although at present a distinct government, will no doubt soon follow the example of its neighbours and come under the banner of confederation; and as a counterpart, at the west lie, surrounded by the waters of the Pacific, Vancouver's and other islands included in the Dominion Province of British Columbia.

It is true, a considerable portion of this enormous extent of country is not capable of sustaining a large population; but the portion that is available for agricultural and industrial purposes is of immense extent, and sufficient to afford to the emigrating population of Europe ample room and abundant inducement for generations to come.

All the British North American countries, with the exception of the Province of Newfoundland, are now integral parts of the confederation called the Dominion of Canada.

The superficial area is greater than that of the United States, and is nearly equal to the whole of Europe. It comprises the following Provinces and Territories: Ontario, 121,260 sq. m.; Quebec, 210,020; Nova Scotia, 18,670; New Brunswick, 27,037; Prince Edward Island, 2131; British Columbia, 233,000; Manitoba, 16,000; Hudson Bay and North-west Territories, 2,206,725, exclusive of Labrador and the islands in the Arctic Ocean.

These being added, the total area is nearly 3,500,000 square miles. Of this amount more than half is the property of the General Government, acquired by purchase from the Hudson Bay Company.

The prairie and timbered lands adapted for agriculture, and suitable for the growth of wheat and other grains, cover 586,225 square miles; and a further belt of land, comprising 928,000 square miles, is sufficiently timbered, and is applicable for the growth of grasses and hardy grains. In short, there are about 375,184,000 acres of agricultural land fit for cultivation, outside the limits of the organized Provinces, the greater part of which is well adapted to the growth of wheat.

The northern extremity of the chief wheat zone, commencing in the east at the parallel of 50°, on the N. side of the St. Lawrence, near its mouth, is deflected a little to the south, when it reaches as far W. as James's Bay; it then takes a general N. W. course till it strikes the parallel of 60° at its intersection with the meridian of 101°; from which point to the Pacific it has the form of a bow slightly bent northward, both ends of which rest on the parallel of 60°. The northern limit of grains and grasses, crossing James's Bay in lat. 52°, takes a N. W. course till it attains to nearly 70°, at the meridian of 132°. The wheat zone covers 1,300,000 sq. miles, that of the grasses and coarser grains 2,300,000 sq. miles, and of maize, 500,000 sq. miles.

Besides its agricultural lands, Canada possesses the wealth of immense forests, of the best fishing grounds of the world, and mineral deposits where gold, silver, copper, iron, and other metals abound, together with coal, in bountiful profusion.

Canada produces far more wheat, barley, peas, and oats to the acre than any part of the United States (we found this statement upon the results as given in the census of the two countries for the last twenty-five to thirty years). The most northern States approach nearest to Canada in the production of these staples. But even to a greater extent for pastures and meadows, and as a grazing country, does Canada excel the Republic.

Orchards everywhere thrive, and the Canadian apple is the standard of excellence; vast quantities are exported to England and sold as American, their nationality being lost. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England, and all thrive to a remarkable degree; and perhaps the best stock on the American continent is bred and raised in the eastern townships of the Province of Quebec.

CLIMATE.

Canada has not the same varieties of climate that some countries of much smaller extent enjoy; but the distribution of large bodies of fresh water saves it from the evils of aridity and sterility, and it is among the most invigorating and healthful belonging to the regions where grains and grasses grow, particularly favourable for the emigrant from Great Britain, or the north and north-west of Europe, and pre-eminently adapted to the production and continuance of a vigorous and healthy race of people.

It may be remarked that the climate of Canada has been more misunderstood than any other fact pertaining to the country. Very exaggerated impressions prevail respecting the rigour of Canadian winters. It is true that these are very decided in their character; and the snow, in many parts, covers the ground to a depth of two or three feet; but there are advantages in this. The snow is dry and packs under foot, making the best roads, and forming a warm covering for the earth; producing, moreover, an effect upon the soil which greatly facilitates the

operations of the farmer in the spring. The dry winter atmosphere is bracing and pleasant.

The sensation of cold is far more unpleasant during the damp days, such as mark, for instance, the winters of the United Kingdom, than when the winter regularly sets in. The summers, like the winters, are also of a decided character, being in the main warm and bright; and fruits and vegetables which cannot be ripened in the open air in England will ripen here to perfection. It is believed that, taken as a whole, the climate of Canada is more favourable for both the agriculturist and the horticulturist than that of England, with the single exception of length of season in which labour can be done in the field. On this point, however, it may be remarked, as has been stated by Professor Johnston in his work on New Brunswick, that the number of days in which labour cannot be performed in the field, owing to rain, is much less in this country than in England.

INLAND WATERS.

The St. Lawrence and the connecting lakes above are estimated to contain 12,000 cubic miles of water. Besides these, there are thousands of lakes in Canada further north, some very large, and others of which the size is only very imperfectly known.

The River St. Lawrence, which brings down the waters of six lakes (for to the five on the frontier Nipigon in the north must be added), is the greatest natural entrance and outlet of the country. This river is navigable for sea-going vessels as far as Montreal, a distance of nearly 600 miles. Above Montreal several extensive rapids occur. They can be descended by the largest steamers which navigate Lake Ontario; but as no force of steam is sufficient for their ascent, it has been necessary to construct canals, near the sides of the river, to overcome them. These canals, with that intended to overcome the falls of Niagara—the Welland—have been constructed at a cost to the Province of \$15,000,000, the whole of them having been directly built as government works. By the aid of these canals, and that constructed at the Sault Ste. Marie, between Lakes Huron and Superior, vessels may descend from the head of the latter lake into the ocean; and as a matter of fact, several vessels have gone from Chicago, on Lake Michigan, to Liverpool. The Saskatchewan, which takes its rise in the Rocky Mountains and empties into Hudson Bay, through Lake Winnipeg and the Nelson River, is about 1800 m. long; but from the interruptions to navigation near its mouth, and the high latitude in which it lies, it is only the upper section, or Saskatchewan proper, that is valuable for navigation. The Mackenzie, which has a course over 10° of latitude, connects with the Arctic Ocean. The St. John in New Brunswick, the Fraser in British Columbia, the Ottawa and the Saguenay, are great highways and feeders to the commerce of the country; and the numberless tributaries to the larger streams, and the innumerable lakes, testify to the abundant manner in which the lands of the Dominion of Canada are watered.

POPULATION.

In 1861, the population of the Provinces now forming the Dominion was 3,207,636; and by the census of 1871 it was 3,672,325, exclusive of Indians in the North-west and Hudson Bay territories, distributed as follows: Ontario, 1,620,851; Quebec, 1,191,576; New Brunswick, 285,777; Nova Scotia, 387,800; British Columbia, 50,000; Manitoba, 13,600; and Prince Edward Island, 94,021, and North-west Territory, not included in organized Provinces, 28,700. At the same ratio of increase, which, however, has been exceeded by reason of increased immigration, the present population of the Dominion now would be 4,000,000. In Manitoba the increase by immi-

gration has been over 100 per cent., and there is no doubt that the Dominion now contains over 4,000,000 of people. The percentage of increase in the principal cities of the British Provinces, between 1861 and 1871, has been—

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Charlottetown, Pr. Ed.....	31.3
Frederickton, N. B.....	34.3
Halifax, N. S.....	18.3
Hamilton, Ont.....	39.9
St. John, N. B.....	36.6
* Kingston, Ont. (decrease).....	9.7
London, Ont.....	36.9
Montreal, Que.....	18.7
Ottawa, Ont.....	46.9
* Quebec, Que. (decrease).....	5
Toronto, Ont.....	25.1
Three Rivers, Que.....	24.9

The nationalities comprised were 1,082,940 French, 846,414 Irish, 706,369 English, 549,946 Scotch, 202,991 German, 29,622 Dutch, 23,035 Indian, 21,496 African, 7,773 Welsh, and the rest of various origin.

There were in 1871, in the four Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia, 1,492,029 Roman Catholics, 494,049 Episcopalians, 490,093 Methodists, 417,348 Canada Presbyterians, 107,259 Church of Scotland Presbyterians, 225,745 Baptists, and numerous other denominations in smaller numbers.

About 500 newspapers and periodicals are published in Canada, one-tenth being daily; one-half that number tri-weekly; one-half of the latter number semi-weekly; 350 weekly, 50 monthly, a few quarterly and annually.

POLITICAL ORGANIZATION.

The Constitution for the government of the Dominion is embodied in an imperial act, known as "The British North-American Act, 1867;" it received the royal assent on March 29 in that year. The passage of this act took place at the express desire of the Provinces interested.

The immediate reason for a change was that the old union between Upper and Lower Canada had become unsatisfactory. Based as this union was upon an equality of suffrages without regard to relative population, the increasing preponderance of Upper Canada, carrying with it no corresponding increase of political power, made itself felt in discontent with the existing political conditions. When it became manifest that Lower Canada would not consent to an increase of the representatives of Upper Canada, under the then existing legislative union, the upper Province sought a remedy in a change of the relations of the Provinces to one another, and to those adjoining, but not united to them. The initiative was taken in 1864, by the parliament of Canada, a secret committee of the legislative assembly being appointed to inquire into the political condition of the Provinces, and devise a remedy for the evils complained of. The proceedings of that committee have never been divulged.

Scarcely had it concluded its labours when the two political parties, hitherto separated by an antagonism which every year tended to make more acrimonious, united with the avowed object of bringing about a federal union of the whole of British America, from the Atlantic to the Pacific, with Prince Edward Island and Newfoundland, the latter of which, in the colonial system, is not considered part of British America. Delegates were appointed by the governments of Canada, Nova Scotia, and New Brunswick, to arrange a basis of federal union. Prince Edward Island and Newfoundland refused to co-operate; and the majority of the people of Nova Scotia, not sanctioning the action of their government, displayed a strong opposition.

When the basis of union had been agreed upon at the Quebec conference of delegates, it was submitted to the several legislatures for ratification. In Upper Canada there was no opposition; in Lower Canada opposition was confined to the usual political minority, relatively very small; in New Brunswick confederation, after a struggle, commanded a large majority; in Nova Scotia the consent of the legislature was not obtained. Delegates were now appointed by the governments of the several Provinces, to carry this basis of union to England and get it embodied in an act of the imperial

* The apparent decrease in Kingston and Quebec arises from the fact that the troops stationed in these cities were included in the census of 1861, but omitted in the enumeration of 1871.

parliament. That parliament would probably have refused to do violence to the wishes of any Province; but it was induced to believe that the question of confederation had not been an issue at the previous general election in Nova Scotia. To the united Provinces the name of the "Dominion of Canada" was given. At the start the confederation included four Provinces: Ontario, Quebec, Nova Scotia, and New Brunswick. British Columbia and Prince Edward Island have since been brought in, and the whole of the Hudson Bay territory purchased and annexed. The executive authority is nominally vested in the Queen of England; and the Governor-General, the only officer in the Dominion who receives his appointment from the British government, carries on the government in her name. With the sole exception of the pardoning power, the authority of the governor is exercised under the advice of a privy council, appointed and removable by himself, with the approbation and assent of the House of Commons. The command of the land and naval militia, and of all naval and military forces, is vested in the Queen. Ottawa is the seat of the federal government. The legislative power is exercised by two houses of parliament, styled the Senate and the House of Commons, in connection with the Governor-General, whose assent to all acts of parliament is given in the name of the Queen. The Senate is not a representative body, in the sense of being periodically elected. Its members are nominally appointed by the Crown; in fact, by the Governor-General, on the recommendation of the privy council. Under the legislative union of the Canadas, the legislative council, which then formed the second chamber, had for some years been elected by the people. This practice had not prevailed in New Brunswick; and the Quebec conference decided upon going back to the principle of Crown nomination. Ontario has 24 senators, Quebec 24, Nova Scotia 10, New Brunswick 10, Prince Edward Island 4, British Columbia 3, and Manitoba 2. The whole number cannot exceed 78. A senator must be 30 years of age, a natural-born or naturalized subject of the Queen, possessed of freehold property to the value of \$4,000, and an equal amount in personal property, and a resident of the Province for which he is appointed. In the case of Quebec, senators are appointed to represent particular districts; and they must either be residents of those districts or have a property qualification therein. The appointments are for life, but a seat would be vacated by bankruptcy or loss of the required property qualification, transfer of allegiance to another country, treason, felony, or any infamous crime. The House of Commons now consists of 206 members, of whom 88 are for Ontario, 65 for Quebec, 21 for Nova Scotia, 16 for New Brunswick, 6 for Prince Edward Island, 6 for British Columbia, and 4 for Manitoba. There is no fixed date for the annual meeting of parliament; that body is summoned, as in England, by the executive, at convenient times for the dispatch of business. The electoral divisions of Quebec (late Lower Canada), Nova Scotia, and New Brunswick, remained the same as before the confederation was formed; those of Ontario (late Upper Canada) were somewhat altered. Except for Quebec, which is always to continue to have the fixed number of 65 representatives, there is to be a re-adjustment of the representation after every decennial census, according to the changed proportions of the population; but no Province is to have the number of its representatives reduced unless the decrease of population, as compared with the population of the whole of Canada, reaches 20 per cent.

All appropriation and tax bills must originate in the House of Commons; and no money vote can be proposed unless it be recommended to the house by message from the Governor-General. There are certain measures of an unusual or extraordinary kind to which the Governor-General may refuse the royal assent, and which he may reserve for the signification of the Queen's pleasure; and the royal veto may be exercised at any time within two years. Besides the federal government, there is a local government in each Province. The lieutenant-governors of the Provinces are appointed by the Governor-General, and hold office during pleasure, but are removable only for cause within five years, which is practically the term of their incumbency. They are advised by executive officers,

most of whom act as heads of departments, who are responsible to the people's representatives. These governments are not uniform in structure, one of them, that of Ontario, having but one chamber. In the distribution of the powers between the general and the local legislatures, the Crown lands remained under the control of the governments of the Provinces in which they are respectively situated. To the charge of the general parliament were assigned public debt and property; the regulation of trade and commerce; the raising of money by any mode of taxation; borrowing on the public credit; postal service; census and statistics; militia, military and naval, and defence; beacons, buoys, lighthouses, Sable Island; navigation and shipping; quarantine and the establishment and maintenance of marine hospitals; sea-coast and inland fisheries; ferries between a Province and any British or foreign country, or between two Provinces; currency, coinage, and legal tender; savings banks; weights and measures; bills of exchange and promissory notes; interest; bankruptcy and insolvency; patents of invention and discovery; copyrights; Indians, and lands reserved for Indians; naturalization and aliens; marriage and divorce; the criminal law (from which the constitution of the courts is strangely excepted, and the anomaly is seen of local legislatures constituting or altering the constitution of courts to which the general government appoints the judges); the establishment, maintenance, and management of penitentiaries; and all subjects not expressly assigned to the local legislatures. The residuum of power therefore rests with the general legislature, not the provincial. The parliament of Canada has to enact uniform laws relative to property and civil rights in the several Provinces, and the procedure of any courts therein; but such laws can not go into effect until re-enacted by the provincial legislatures. The powers confided to the local legislatures are uniform. They include the right to amend the local constitutions, except as regards the office of lieutenant-governor; direct taxation to raise a revenue for provincial purposes; to borrow money on the credit of the Province; the establishment of the tenure of provincial offices, and the appointment and payment of provincial officers; the management and sale of the public lands and timber; public and reformatory prisons; local hospitals, asylums, and charities, other than marine hospitals; municipal institutions; shop, saloon, auction, and other licenses; local works, exclusive of lines of ocean and other ships, railways, canals, and telegraphs which extend beyond the limits of the Province, or, being situated wholly within one Province, have been legally declared to be for the general advantage of Canada, or of more than one Province; the incorporation of companies for provincial purposes; the solemnization of marriage; property and civil rights; the administration of justice; the enforcing of laws, by punishment, fine, or penalty, having relation to any of the subjects of which the provincial legislature has cognizance; and, generally, all matters of a local or private nature. Previous to the establishment of confederation, separate Roman Catholic schools had been established in Ontario, and dissentient or Protestant schools in Lower Canada, as part of the public-school system; and the continued existence of both is guaranteed by a constitutional prohibition to legislate on the subject. With regard to agriculture and immigration, the general and local legislatures have concurrent jurisdiction. The only judges appointed by the local governments are those of the probate courts in Nova Scotia and New Brunswick. The judges of the courts of Quebec, where there is a million of French-speaking people, must be selected from the bar of that Province. The judges of the superior courts hold office during good behaviour, but are removable by the Governor-General on address of both houses of parliament. The salaries, allowances, and pensions of the judges of the courts, except the probate courts of Nova Scotia and New Brunswick, are fixed by the parliament of Canada. Parliament has recently established a general court of appeal, of which the powers are similar to the supreme court of the United States. Previously the Dominion government had to pronounce on the constitutionality of acts of the provincial legislatures, before exercising the authority to disallow them. The Dominion assumed the debts of the several Provinces

to the amount of \$62,500,000; and the residue of the debt of Canada above that amount, not less than \$10,500,000, was assumed by the Provinces of Ontario and Quebec, in proportions to be determined by arbitration. Nova Scotia became liable for whatever amount its debt was in excess of \$4,000,000, and New Brunswick for whatever sum its debt might exceed \$7,000,000. The Dominion government undertook the purchase and completion of the P. E. I. Railway, and in British Columbia the construction of the Pacific Railway to connect it with the Eastern Provinces. The Dominion obtained the customs and excise revenues, and agreed to pay each Province an annual subsidy of 80 cents per head of the population, besides a fixed yearly sum for the support of its government; Ontario, \$80,000; Quebec, \$70,000; Nova Scotia, \$60,000; New Brunswick, \$50,000. Prince Edward Island, British Columbia and Manitoba have since had similar grants upon admission to the confederation.

This subsidy, and the lands, minerals and forests constitute the actual sources of the provincial revenues; but to them they can, if necessary, add the resort to direct taxation. To Nova Scotia an additional amount has since been granted.

New Brunswick was entitled to receive, in addition to the above amount, \$63,000 a year for ten years. To the existing Dominion debt is to be added the further cost for the intercolonial Railway connecting Halifax and Quebec, sections of which were built many years ago, and the remainder of which is since completed; and the Pacific Railway, the construction of which was one of the conditions of the accession of British Columbia to the union.

In the division of assets, the Dominion took the canals, harbors, lighthouses, public vessels, river and lake improvements, debts due by railway companies (few of them of any value), military roads, custom houses and public buildings, except those required for the provincial government, armories, drill-sheds, munitions of war, and lands set apart for general public uses.

MILITIA.

The militia of the Dominion is in a state of efficiency very creditable to its organizers.

The number of active volunteer militia enrolled in the Dominion is about 44,000.

Of this number upwards of 20,000 performed the annual drill, the greater part for 12 days' continuous drill. The reserve militia now numbers about 700,000 men between the ages of 18 and 60. Scientific instruction in artillery exercise is provided for, and the batteries are being armed as fast as circumstances will permit, with the same description of field-guns as those lately issued to the horse artillery of the regular army. The cavalry are armed with Snider carbines in addition to their swords. The infantry are all armed with Snider breech-loading rifles, and use the same ammunition as the regular army. The active force is organized by corps, companies, battalions, and batteries into brigades of the three arms, and these rest upon a reserve organization of the whole manhood of the Dominion, as above stated. The Major-General reports that in some of the rural battalions of the active militia were whole companies equal in height and physical appearance to the English Guards, and that no finer material for soldiers could be found anywhere than amongst the backwoodsmen of Canada.

The command of the Canadian militia must, according to the statute, be filled by a person having attained a field officer's rank in the imperial forces, and was, in 1880, conferred on Major-General Luard, in succession to Major-General Sir E. Selby Smyth, who had recently resigned and returned to Great Britain.

IMPORTS, EXPORTS AND REVENUE.

Since the visitation of the "panic" in 1875, the amount of both imports and exports has been constantly diminishing, with some slight fluctuations, as will be seen from the

figures we give below, which show a comparative statement of imports for five years since that time, and of imports, exports and customs duties for the last four. It will be noticed that the imports declined during the first year of the "panic" to the extent of \$29,859,937.

Year.	Exports.	Imports.	Duty.
1875.....		\$123,070,283	
1876.....	\$80,966,435	93,210,346	\$12,833,114 48
1877.....	75,875,393	99,327,992	12,548,451 09
1878.....	79,323,667	93,081,787	12,795,693 17
1879.....	71,491,255	81,964,427	12,939,540 66

In the last mentioned year \$80,341,608 of the total imports were entered for "home consumption" and of this amount \$55,267,393 only were dutiable goods, against \$24,911,596 on the "free list, notwithstanding the general extension of the customs system under the operation of the "National Policy," which, as will be seen from the above figures, has resulted in the steady increase of the customs revenue each year, in an inverse proportion to the steadily decreasing list of imports.

The great importance of our American trade can be imagined when we quote from the report of the Minister of Customs, that of the total imports for the last mentioned year, \$43,626,027 came from the United States, the next country on the list being Great Britain, which sent in \$30,943,703, while France, which was third, sent \$1,532,191.

The comparative quantities of imported and exported goods, by Provinces, for the last above-mentioned year, is shown by the following statement:

Province.	Imports.	Exports.
Ontario.....	\$34,105,826	\$23,854,459
Quebec.....	30,924,842	29,740,512
Nova Scotia.....	7,062,614	7,364,324
New Brunswick.....	5,296,454	5,371,471
Prince Edward Island.....	835,569	1,831,389
Manitoba.....	1,140,871	512,899
N. W. Territories.....	157,462	60,139
British Columbia.....	2,440,789	2,755,972

The difference in exports in favor of Quebec as against Ontario, and the smallness of the difference of imports into Ontario as against Quebec, are both more apparent than real, as Montreal, being the great dépôt and entrepôt for both branches of commerce, a vast amount of Ontario's imports and exports alike are officially credited to that city, and come under the official returns for the Province of Quebec.

The above returns of customs duties collected indicate in each case a trifle more than one-half of the total revenue of the Dominion, the balance being made up from various sources, including the public lands, post-office, government railways, canal tolls, leased property, &c., &c., besides excise receipts, which form the most important item next to customs.

Considering the stagnation of the lumber trade since 1874, the returns go to show that other sources of production continue in an active and healthy condition, and that the substantial progression of trade through the country yearly continued up to that year.

The great increase of Canadian trade will appear more striking if we take two decennial periods and note the steady augmentation.

From \$29,703,497 in 1850, the total trade of Canada, then comprising only Ontario and Quebec, had increased in 1859 to \$58,299,142; and from \$68,955,093 in 1860, to \$94,791,860 in 1866-7.

Since the confederation of the Provinces, the total trade of the Dominion is set down as follows:

1867-68.....	\$129,553,194
1868-69.....	130,889,000
1869-70.....	148,387,827
1870-71.....	170,266,589
1871-72.....	190,348,779
1872-73.....	217,197,096
1873-74.....	217,255,772
1874-75.....	197,505,636
1875-76.....	175,699,653
1876-77.....	172,175,876
1877-78.....	172,405,454
1878-79.....	153,455,682

Nothing can more clearly show than these figures the very rapid expansion of the trade of Canada for the twenty-four years previous to 1874; and although the universally prevailing commercial depression has laid its hand heavily upon Canada since that time, the trade indications are again promising, and every circumstance points to a season of returning and continued prosperity for the Dominion.

MARINE MATTERS.

Ship-building is one of the most important industries of Canada, many vessels being built in favorable seasons for sale abroad, as well as those for home use.

The steady, progressive growth of this interest under the first twelve years of confederation may be seen at a glance in the following table. The number and tonnage of vessels built and registered each year since confederation is as follows:

YEARS.	BUILT.		REGISTERED.	
	No.	Tons.	No.	Tons.
1868.....	355	87,230	.....	.....
1869.....	336	96,439	.....	.....
1870.....	339	93,166	.....	.....
1871.....	389	106,101	.....	.....
1872.....	414	114,065	.....	.....
1873.....	481	135,168	6,783	1,073,718
1874.....	496	190,756	6,930	1,158,363
1875.....	480	151,012	6,952	1,205,565
1876.....	420	130,901	7,192	1,260,893
1877.....	432	120,918	7,362	1,310,468
1878.....	340	101,506	7,469	1,333,015
1879.....	265	74,267	7,471	1,332,094

Taken by Provinces, the number and tonnage of vessels registered the last-named year were:

Nova Scotia.....	2,975 vessels of 552,159 tons.
New Brunswick.....	1,135 " 340,491 "
Quebec.....	1,975 " 246,025 "
Ontario.....	1,006 " 186,987 "
Prince Edward Island.....	298 " 49,807 "
British Columbia.....	60 " 4,701 "
Manitoba.....	22 " 1,924 "
Total.....	7,471 " 1,332,094 "

The above figures show that the shipping and ship-building interests of the Dominion are of the most important character; also, that the year 1879 was the first in which there has been a decrease in the tonnage of registered shipping. Compared with other maritime countries, however, Canada is still forging ahead, and continually drawing nearer the first place. We extract the following statistics from the *Repertoire Général* for 1879-80, giving the number and tonnage of vessels of sea-going tonnage, and steamers of 100 tons burthen and over, belonging to all maritime states in the world, which have a total tonnage exceeding half a million of tons:

Country	No. Steamers.	Sailing Vessels.	Net Ton'ge.
Great Britain and Colonies (except Canada).....	2,658	11,770	6,807,609
United States.....	519	5,915	2,411,243
Norway.....	135	4,178	1,426,071
Canada.....	884	6,587	1,332,094
Germany.....	244	3,159	1,112,510
Italy.....	101	2,956	992,946
France.....	292	2,914	806,478
Russia.....	156	1,852	503,034

These figures show Canada to be the fourth maritime nation in the world, a position which she will certainly exchange with Norway for third place in the list in the near future.

THE LIGHTHOUSE SYSTEM.

The *Lighthouse* system upon the sea coasts and inland waters of the Dominion is very extensive, and constantly extending under the energetic administration of the Department of Marine. The lighthouses are classed in six general divisions. The first, known as the Ontario Division, embraces the lights and lightships extending between Montreal and the boundary-line of the Provinces of Ontario and Quebec, as well as those on the Upper Lakes, the Ottawa River, and the St. Lawrence, from Montreal westward.

The next division, called the Quebec Division, comprises the St. Lawrence below Montreal, the Gulf, the Straits of Belle Isle, the coast of Labrador, and three lights maintained by the Dominion on the north-west coast of Newfoundland—a very extensive district, and requiring a considerable staff as well as steam vessels for its inspection and management.

The other four divisions are named respectively the "New Brunswick," "Nova Scotia," "Prince Edward Island" and "British Columbia," the name being in each case synonymous with the position and extent of the several divisions.

The two last-named have undergone very many changes since the admission of the respective Provinces to the Dominion, and are now in a condition which compares favorably with the older divisions.

The most important of all is the Nova Scotia Division, which embraces within its limits 118 lights, 10 steam fog-whistles, 1 light-ship, 3 signal-gun stations, 3 automatic signal buoys, 7 large iron bell buoys, 6 stationary beacons, and 285 iron and wooden can-buoys and spar-buoys, besides 3 humane establishments for the relief of distressed seamen, 7 life-boat stations and 4 signal stations. The number of lighthouse keepers, engineers of fog-whistles, and persons in charge of life-boats, humane establishments and signal stations in this Division, is 183.

Below is the number of stations, &c., &c., in the whole Dominion for each year of the twelve succeeding Confederation :

Light Stations.	Light Shown.	Fog Whistles.	Automatic Fog-horns.
1868.....198	227	2	..
1869.....219	233	2	..
1870.....240	278	4	..
1871.....264	297	8	..
1872.....280	314	13	..
1873.....316	363	17	..
1874.....342	384	18	..
1875.....377	444	22	..
1876.....407	488	24	..
1877.....416	509	25	2
1878.....427	518	25	4
1879.....443	542	28	6

FISHERIES.

The fisheries of British America are of vast value, and are in a most flourishing condition under the fostering care of the Minister of Marine and Fisheries.

The latest official statistics show steady increase in the number of vessels and men employed. Last year about 1,500 decked vessels, besides open boats, were engaged in fishing within these Provinces, employing some 63,400 men. The estimated number of persons supported almost entirely by this industry in the various fishing communities exceeds 300,000 souls.

The condition of the fisheries yearly improves, and their produce annually increases in quantity and value. The whole value of fish products for the past season exceeded \$13,500,000. This sum exhibits the value of fish products in the Provinces of Nova Scotia, New Brunswick, Quebec, Ontario, Prince Edward Island, British Columbia and Manitoba. In addition to the above-mentioned value, it is computed that American fishermen have also caught on the coast of Canada between six and eight millions of dollars' worth of merchantable fish. The whole value of the yield from these fisheries last year, therefore, exceeds twenty millions of dollars.

These figures show that the fisheries of Canada, as a resource of trade and a source of food, are of very great value to the Canadian people, and also to the citizens of the United States; and if any further proof were required of this latter fact, it is to be found in the result of the recent international arbitration known as the "Fishery Award," whereby the Canadian Government were awarded the sum of \$5,500,000 as compensation for the use of their fisheries by the Americans since the operation of the "Treaty of Washington."

The value of the annual consumption of oysters in Canada is \$300,000. Of this only \$100,000 worth are produced in Nova Scotia, New Brunswick, and Prince

Edward Island, mostly from the latter Province. There is no reason why this industry should not be very much extended. The Canadian oyster grounds are very extensive, and the localities admirably adapted for the cultivation of oysters. For delicacy of flavor and nutritive properties, the Canadian oyster is not excelled by the choicest United States oyster. They might be raised in enormous quantities, if the natural facilities were enhanced by artificial aids.

In Quebec, Nova Scotia, and New Brunswick the fish which employ the bulk of the trade are salmon, codfish, herring, mackerel, and lobsters. In Ontario the white-fish and salmon trout are the principal sources of supply.

The estuary, river, and inland fisheries, continue to improve under the protective system. In both the salt and fresh-water fishings, a point of productiveness is being gained, when the stock of fish will be sufficient to afford remunerative employment to double the men and craft now employed.

Better and more economical modes of catching are also used, and profitable means of disposing of the fish have been secured. Instead of being salted and cured as formerly, salmon and white-fish are frozen or canned and sent fresh to our own markets and those of the neighboring States. 500,000 fresh salmon are now caught annually in these Provinces, equal to 8,000,000 lbs. of wholesome and delicious food, the bulk of which is now used as fresh food, instead of salted as formerly.

There are seven establishments where artificial fish culture is carried on in the several Provinces of the Dominion, and the number of fry distributed during the spring of the year 1878 amounted to over thirty-five millions, and is continually being increased.

The fisheries of Newfoundland are noted in the article on that Province.

BANKING.

The following statement shows the paid-up capital and deposits of the chartered banks for twelve years succeeding Confederation (as reported in the official statement to the Dominion Finance Department) :

Years.	Paid-up Capital.	Deposits.
1868—June 30	\$28,529,048	\$30,168,536
1869— "	29,651,674	36,671,432
1870— "	31,450,597	50,229,788
1871— "	36,415,210	55,763,066
1872— "	45,134,609	64,720,489
1873— "	55,102,959	68,677,117
1874— "	60,443,445	78,810,367
1875— "	63,367,698	75,053,801
1876—Dec. 31	67,199,052	74,594,058
1877— "	63,656,876	71,350,289
1878— "	64,267,011	72,040,819
1879— "	64,159,427	71,368,562

But the deposits in the chartered banks do not by any means represent the whole of the deposits of the people. The deposits in government and post office, and other savings banks, and building societies, amount to considerably over fourteen millions of dollars, and there are two or three chartered banks in the Maritime Provinces whose figures are not included in the foregoing—they not being by their charters obliged to render returns, have not done so.

CANALS OF THE DOMINION.

The canals of the Dominion overcome the difficulties of St. Lawrence navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles, of which 71¾ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the city of Ottawa; and a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the southern coast of the Island of Cape Breton with the Great and Little Bras d'Or Lakes, possessing a natural outlet into the Atlantic.

The Caughnawaga Canal is proposed to be constructed to connect the waters of the St. Lawrence with Lake Champlain, and its completion is expected to be of great benefit to the inland transportation trade of Canada and the trade of Montreal.

BAY VERTE CANAL.

A supplementary report of the Minister of Public Works gives the reports of the engineers on the route and construction of the proposed Bay Verte Canal, between Bay Verte and Cumberland Basin, connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy. The total length of the canal will be 20½ miles; 4 locks will be required. The general depth of cutting through the marshes will be 22 feet; but on the water-shed, a mile and a half across, below the deep spongy moss, from 10 to 20 feet deep, filling the bed of a lake, there lies a barrier of soft red sandstone which will have to be cut to the depth of 15 feet. The canal is to be 100 feet at bottom, with 16 feet of water. The mean level of the sea was found to be the same in Bay Verte and the Bay of Fundy. The water-supply will be furnished by the high water of the Bay of Fundy and the fresh-water lakes at the sources of the Laplanche. The estimate of the cost is \$5,000,000.

POST OFFICE.

The wonderful strides which the Post Office of Canada has made towards perfection in the past few years, must be regarded as an indication of the energy displayed by the heads of this Department.

In 1873 the money order system was extended to Manitoba and to British India, and the interchange of postal cards with the United States took place at the same period, while for some years the free delivery of letters in large cities and towns has been inaugurated with success, and the Canadian postal system is fast approaching an equality with that of the most advanced in other countries. At the beginning of the year 1875 extra postage to and from the United States was abolished, and a letter or postal card now goes between any part of Canada and the United States at the home rates of three cents and one cent, an immense concession on both sides to the public when the enormous correspondence between the two countries is considered.

A steady advance in the revenue is noticeable; but, on the other hand, the acceleration of mail travel by the opening of new routes of railway, the increased mileage caused by serving the new Provinces, and the more frequent service of the older portions of the Dominion, have made the expenditure more than keep pace with the receipts, so that there is still an excess of outlay over income.

Closed mails passing through the United States are regularly exchanged with the distant Provinces of Manitoba and British Columbia, a fortnightly mail contract having been entered into between San Francisco and Victoria, B. C., the time now occupied between these two points being four days.

The most perfect arrangements exist for paper, book, parcel, and sample posts within the Dominion, and with the United States and other countries, and the money order system is being rapidly extended to meet the growing wants of the country. A comparison of the number of post offices in the Dominion at fixed dates is interesting as showing the growth of towns as well as population. In 1868 there were 3638; in 1870, 3820; in 1872, 3943; in October, 1874, 4662; and at the present time there are very nearly 6,000.

Following the example of Great Britain, the Post Office Department some years since introduced Savings Banks in connection with various offices, which are very popular with, and extensively taken advantage of by the masses.

THE LAND SYSTEM OF THE DOMINION OF CANADA.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia, with the exception of a tract in the last-named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several provincial governments. In several of the Provinces free grants are given to immigrants, and in almost all cases in which government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties.

The lands in the Province of Manitoba and the North-west Territory are held by the Dominion Government, and are surveyed according to the following system:

The lands are first laid out into blocks of 12 miles square by north and south and east and west lines, the outlines of each block being marked off in the survey monuments every mile and half mile.

These square blocks, which are defined at each of the four corners by an iron bar boundary, are subdivided as the necessities of settlement may require into 4 townships of 6 miles square each; these into 36 sections of one mile square or 640 acres each, and each of such sections into quarters of half a mile square or 160 acres each.

The lands in such block are then ready for settlement.

LAND REGULATIONS.

The Dominion lands in the North-west may be obtained either free by actual settlers, on certain conditions of residence, or simply purchased at the rate of from \$1 to \$5 per acre, according to its location and (in Manitoba and the North-west) proximity to the Canada Pacific Railway.

Free Grants.—Any person of 21 years of age, being a British subject either by birth or naturalization, may make an application to the Land Officer to be entered for a free grant of one quarter section of 160 acres, or for any less quantity, for a homestead, and then by a continuous residence thereon for three years, and not having alienated the same, or any part thereof, he will be entitled to a Crown deed; upon receiving which the land becomes his absolute property in fee simple.

Purchase of Lands.—Any person can buy vacant lands open for settlement from the Dominion Government in Manitoba or the North-west Territory, by paying therefor in cash as above. But no sale of more than a single section of 640 acres will be made to one person.

Pre-emption Rights.—Any person of 21 years of age, being a British subject, either by birth or naturalization, who may build a dwelling upon, and inhabit and improve any quarter section (160 acres) of land, or any smaller quantity, will have the right of pre-emption thereto; he may have his application entered with the Land Officer, and may at any time obtain a patent by paying from \$1 to \$2.50 an acre, being the price fixed by government for the pre-emption of such land.

But the claimant, before entering his application, must make an affidavit before the Land Officer that he has not previously exercised his right of pre-emption; and he must further furnish, by his own affidavit, together with the testimony of two credible witnesses, proof to the Land Officer of the settlement and improvement of the land.

No assignment of pre-emption right prior to the issuing of the patent will be recognized by the government.

A settler on land which he may have entered for pre-emption, may subsequently, on application to the Land Officer, have a homestead right substituted therefor.

Reservations.—The following lands are reserved from the operation of the regulations above stated:

1. The lands allotted to the Hudson's Bay Company.
2. Lands reserved for schools.
3. Woodlands set apart for supplying settlers with timber.

The above is a bare outline of what the Dominion land regulations generally embrace; but as they have been altered somewhat from time to time, we have simply included general principles, avoiding details.

The Mennonites of Russia have flocked by hundreds of families into Manitoba the past year; and if our own people desire to leave the older Provinces, they have a great North-west of their own to move to—not a parched desert region like Arizona, Colorado, and many others comprised in the great American Desert, where for hundreds of miles no vegetation for the sustenance of man can exist (see Bell's New Tracks in America), but millions of square miles of the most fertile lands, abundantly watered by streams, rivers, and lakes—and whose mineral resources are literally inexhaustible, immense beds of coal being found on the wide plains, and gold, silver, iron, etc., among the Rocky Mountains. The climate also is found not to be surpassed in salubrity anywhere in America. Already access to these Provinces and Territories is easily attained, and before many years a continuous track of railway will stretch across the whole continent, from the Atlantic seaport of Halifax to the Pacific port of Victoria—through the entire breadth of the Dominion—a line of railway which will be unrivalled, whether for its great extent, its completeness in every part, or the magnificent results which will flow from it when completed.

IMMIGRATION.

The history of Canada previous to 1867 is a history of separate Provinces, often told heretofore, and not applicable to a work like this. The history of the *Dominion* begins in 1867, with the Act of Confederation which we have briefly sketched, and beyond that we have space only for useful and necessary statistics; but we cannot close this chapter without some brief remarks to those who may look it over in other countries than Canada, perhaps seeking information as emigrants.

There is no country in the world that presents to the European emigrant finer prospects than the Dominion of Canada, with her millions of acres of the most fertile and cheap lands, a healthy climate, an unprecedented demand for labour of all kinds, and high wages, together with institutions and laws that are just, respected, and obeyed.

Immigration has attracted much attention during the last few years, and from year to year the Dominion Parliament voted very large sums for the encouragement of the movement, besides which extensive grants have been made by the various separate Provinces. The rapid progress of the country caused great demands for labour. The Hon. Mr. Pope, the Canadian Minister charged with immigration, says in his report of 1872:

"The numbers of immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact that more than treble the number of the ordinary yearly arrivals of immigrants could be absorbed without making any glut in the labour market."

These statements of the Minister refer only to the ordinary labour demands of the Dominion, and are still more applicable to the present time; but, beyond the ordinary increasing labour demands of Canada, there is at present springing up an extraordinary demand of very considerable magnitude, for the construction of the Pacific Railway, the enlargement of the Canadian canals, and other public works in progress; and the status observed by Hon. Mr. Pope, as existing in 1872, has since then continued, if not actually increased.

The unoccupied lands of Canada can, too, absorb millions of agricultural settlers. In fact, the rapid growth and increase of wealth in Canada is quite apparent to any person who resides there even for a limited time, and during the last few years there has been an unprecedented demand for all kinds of labour, more especially agriculturists.

Small farmers, with some capital, can readily find land to clear in any part of Canada; or farms to purchase, in part or entirely cleared. But persons of that class who come here will act wisely if they put their money in the bank immediately after landing, and go to work and learn the nature of the land and the ways of the country before locating or making a purchase.

Passing over the very large number of immigrants who availed themselves of the nearer route through

Canada to the Western States, than via New York, the numbers of those reported by the Dominion agents at the several ports to have settled in Canada since Confederation are as follows:

1867.....	14,666
1868.....	12,765
1869.....	18,630
1870.....	24,706
1871.....	27,773
1872.....	36,578
1873.....	50,050
1874.....	39,373
1875.....	27,382
1876.....	25,633
1877.....	27,082
1878.....	29,807
1879.....	40,492

Besides these, an unusually large number of Canadians have returned from the United States—a movement which, as these lines are written, is rapidly going forward. The number of these arrivals for 1876 was upwards of 12,000, and statistics since published show that this class of immigration and repatriation has been steadily going on, at least in so far as regards the former residents of Quebec and Ontario, the movement not being so marked in respect to the Maritime Provinces; but as very many of those who have removed from this portion of the Dominion have gone to the Canadian North-west, the general effect on the country will be a gain rather than a loss, on account of the greater facilities there offered.

It may be remarked, with reference to these figures, that the settlement of the great North-west of the Dominion is only just beginning, while that of the United States is being checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may therefore be looked for, while that of the United States has already been checked.

The classes recommended to emigrate to Canada are—

Persons with capital, seeking investment.

Tenant farmers with limited capital who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand. But there is also a very large demand for the classes of common able-bodied labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected, notably the Canadian Pacific Railway and the Canadian canal system.

The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen, and female domestic servants of good character.

Children of either sex, respectably vouched for, and watched over upon their arrival by parties who bring them out, may be absorbed in very considerable numbers.

The various manufactures incident to a comparatively new country constitute an important and rapidly increasing branch of industry, and they cause a large demand for immigrant labour.

The getting out of timber from the forests, and its manufacture, form a leading industry of the Dominion, but not one to be much relied on for newly arrived immigrants, the various descriptions of labour which it requires being best performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for immigrant labour.

Skilled farm-hands get from £30 to £40 a year, with board and lodging; labourers, from 5s. to 6s. a day; mechanics and skilled artisans, from 6s. to 16s. a day; female servants, from 16s. to £2 a month.

It may be stated in connection with the rates of wages, that food is plentiful and cheap in Canada; and the Dominion is, therefore, a cheap country to live in.

The following are average prices: 4lb. loaf of white bread, 5d. to 6d.; salt butter, 9d. to 13d. per lb.; meat, 3½d., 5d. to 6d. per lb.; cheese, 4½d. to 7½d. per lb.; potatoes, 1s. to 2s. per bushel; sugar (brown), but dry and superior quality, 4½d. to 5d. per lb.; tea, 2s. to 2s. 6d. per lb.; eggs, 6d. to 9d. per dozen; milk, per quart, 2½d. to 3d.; beer, 2d. to 5d. per quart; tobacco, 1s. to 2s. per lb.; and other articles in proportion.

The purchasing power of the dollar in Canada is much greater than in other parts of America, especially in those things which go to make the cost of living, and this fact should always be kept in mind in making comparisons between the rates of wages paid in Canada and the United States. It has happened that considerable numbers of persons who had left Canada, attracted by the higher apparent rate of wages paid in the United States, returned during the past year.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent. on first-class security.

Money deposited in the post-office savings banks (government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other savings banks and banks is from 4 to 5 per cent., with undoubted security.

It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, and clerks and shopmen. As a rule there is a tendency towards an over-supply of applicants for these callings from within the Dominion itself, and unknown or unfriended emigrants seeking employment in them might encounter painful disappointments.

The fisheries of the Dominion, both on the Atlantic and Pacific coast, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which, it is expected, will be increased to a very large extent in the immediate future.

Contrast the recent surveys and reports of our great North-west with those relating to the unsettled lands of our republican neighbours, and we must inevitably conclude that the time has come for Canada to offer to the emigrants from the Old World those prairie homes which the United States no longer can supply.

Very thorough explorations by General Hazen, of the United States Army, whose report lately issued, leave no doubt that the interior of the Continent, not only in the vicinity of the proposed Northern Pacific Railway, but along all the proposed transcontinental lines in United States territory, is, to all intents and purposes, one vast desert, of no value for any use or purpose under the sun.

"The great middle region" has been opened up with a definiteness and with results that are a surprise and a disappointment to the American nation. According to General Hazen, whose opportunities for informing himself could not be surpassed, Arizona is so desolate that a large portion of it is destitute even of game. The eastern half of Kansas and Nebraska is valuable, the western half worthless. Not more than a fifteenth or a thirtieth of Colorado is arable. The Mormons, having settled on all the available land in Utah, are now obliged to find new land in adjoining territories for new arrivals of immigrants. On the northern line of California there are 200,000 square miles of lava-bed, not yet covered with mould and vegetation. Nearly all the agricultural portion of Nevada is in use, yet it has only 40,000 people; and in the territory of New Mexico, the land fit for cultivation is found only in the narrow valleys along the margin of streams. Water is wanted everywhere; and the winter storms, say along the lines of the Northern Pacific Railway, are described as terrific, and calculated to destroy all animal life not protected.

General Hazen estimates that, from the rooth meridian to the Sierra Nevada mountains, 1200 miles, not one acre in one hundred is of use for agricultural purposes; that the limits of settlement in the West have almost been reached, and that the phenomenon of the sudden upspringing of new and populous States will no more be seen in the neighbouring republic.

While we in Canada have every reason to wish our republican neighbours well, we have, at the same time, the satisfaction of knowing that the dreary wastes of their interior regions, as described by General Hazen, do not extend into Dominion territory.

In our great North-west there are the soil, the climate, the combination of wood and prairie, the rivers and valleys, which are so attractive to a European population, particularly from northern latitudes. The Canada Pacific Railway and Canadian ocean steamers will, ere many years, place our North-west within three weeks' travel from Germany, Scandinavia, or Britain, and here the millions of Europeans who are yet to leave their country will find such homes as they might look for in vain in any other part of the world; and the unveiling of the Great American Desert will doubtless aid in attracting fresh attention to a country the very opposite of that so graphically described in the report above referred to.

The agent-general of the Dominion, resident in London, has general supervision over all emigration agents, who are established by the general or local governments in most foreign ports, to assist intending emigrants; and the system of giving assisted passages, by means of passenger warrants, has, doubtless, important influence in increasing the number of settlers to Canada. Under these warrants approved immigrants could obtain passages in 1872 for £4 5s. sterling per steamship, instead of £6 6s., the conference rate; and in 1873 for £4 15s. In 1873, moreover, special warrants were granted by the government of Canada, under which the families of agricultural labourers and domestic female servants could obtain passages per steamship for £2 5s. sterling per adult. The usual reductions were made for children in both these classes of warrants.

Of late years the majority of the immigrants have been of English or Scandinavian birth, and to these classes especially no country offers such inducements of congenial climate and society, and such familiar elements of industry and wealth as Canada. Although there have lately been signs of general unwillingness to promote any emigration from the United Kingdom, yet we think Englishmen are promoting the true interests of the mother country by encouraging and assisting emigration to Canada, for, as it appears from the returns published by the Registrar-General that the increase of population in Great Britain is very nearly a quarter of a million a year over both the deaths and the outflow from emigration, it may be concluded that emigration is necessary to prevent the overstocking of the labour market. It is certainly also building up a great and prosperous nation in Canada, which, in its turn, promotes prosperity in Great Britain by becoming a customer.

No more loyal or warmly attached colony exists for Great Britain than Canada, and no more certain way exists of perpetuating such feelings than for England heartily to assist in peopling it with Englishmen.

ONTARIO.

THE *Province of Ontario* is bounded on the east by the Province of Quebec; on the south by the middle course of the St. Lawrence, and the great lakes which form the source of that great river; and on the west and north by an undetermined line which is to separate it from the Province of Manitoba and the vast North-west. It covers an area of about 80,000,000 acres of land, the greatest part of which is fertile soil, and the worst of which abounds in forests and mineral products. On its southern and western boundaries it has the five great lakes of Ontario, Erie, St. Clair, Superior, and Huron, and Georgian Bay, of which the total length is 1085 miles, and area 80,000 square miles. A main water-shed separates the waters of the St. Lawrence from those of the Ottawa.

The system of inland navigation is the most extensive and perfect in the world.

The population, by the census of 1870, was 1,620,850, and at the present date is estimated at fully 1,900,000, which is the largest of all the Provinces. It has doubled its population within the last 20 years.

The soil varies in different localities, but a large proportion is of the very best description for agricultural purposes; water communication, by means of the great lakes, is unsurpassed, and the Province is everywhere intersected by railways. In mineral wealth (excluding the one article, coal) Ontario probably equals any part of the world, abounding as it does in iron, copper, lead, silver, marble, petroleum, salt, etc., etc. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

A reference to the display of cereals and other agricultural productions made by Canada, at the exhibitions of London and Paris, might be considered sufficient to illustrate the remarkable adaptation of the soil to their growth and cultivation; but so limited a notice would leave the question of permanent fertility still unanswered. When, however, it is known that the area in which the astonishing crops of wheat are raised, for which the Province of Ontario is so justly distinguished, extends over three fourths of the present inhabited parts of the country, and that the prevailing soil consists of rich clays of great depth, the question of permanent fertility resolves itself into one of husbandry.

The average yield of wheat in some townships exceeds twenty-two bushels to the acre, and, where an approach to good farming prevails, the yield rises to thirty and often forty bushels to the acre. On new land, fifty bushels is not a very uncommon yield; and it must not be forgotten that Canadian wheat, grown near the city of Toronto, won a first prize at the Paris Exhibition. It may truly be said that the soil of what may be termed the agricultural portion of Canada, which comprises four-fifths of the inhabited portion, and a vast area still in the hands of the government and now open to settlement, is unexceptionable; and when deterioration takes place, it is the fault of the farmer and not of the soil.

Barley is now extensively cultivated, and is a very remunerative crop; but the same remark will apply to peas, which are generally, like the two former, of excellent quality. Oats, in moist seasons, yield abundantly, and Indian corn succeeds in all the warmer districts. The south-western portion of the Province contains soils of a similar character to those of the celebrated Genesee Valley in the opposite State of New York, and are remarkable for producing the finest varieties of winter wheat. The midge, which in some sections has of late years been very mischievous, seems now to be generally subsiding. Potatoes, turnips, mangels, carrots, etc., are extensively cultivated as field crops in the older settled sections, and in ordinary seasons, after good cultivation, they yield abundantly. Of late years more attention has been given to the dairy, whereby both cheese and butter have been greatly increased in quantity and improved in quality. Cheese-making, on what is termed the "Factory System"—that is, a number of farmers co-operating in one neighbourhood in supporting a common dairy—has been extensively carried out in several parts of the Province with very satisfactory results.

Flax culture has recently been added to the other numerous branches of Canadian industry, and is found to be a remunerative crop. At present there are some sixty scutch mills in the country, many of them at work and doing a profitable business. Prices of fibre prepared and ready for market will command from \$290 to \$325 per ton of 2000 lbs. net, and seed from \$2 to \$2.50 per bushel of 56 lbs. The produce of the latter will average from 8 to 12 bushels per acre. White, clean, scutched flax of good quality will produce from 200 to 300 lbs. weight per acre. The demand for fibre in the American market far exceeds the supply at the above prices, and this season the quantity sown will be largely increased.

Hemp, tobacco, and sugar-beet can also be profitably raised.

The high position which the Province of Ontario occupies, both in the Dominion of Canada and the North-

American continent, in relation to agricultural and industrial progress generally, is largely to be ascribed to the very liberal manner in which public aid has been brought to second individual and voluntary effort.

There are in Ontario upwards of three hundred societies, organized according to law, for the promotion of agriculture, horticulture, and the mechanical arts, principally by holding annual exhibitions for public competition in their several localities. In addition to the large sums raised by members' subscriptions, the government encourage their efforts by an annual grant amounting, on the whole, to nearly \$70,000. This large sum is given to the different societies in proportion to the amount which each raise, respectively. The stimulus thus given to agricultural improvement generally has induced, of late years, several enterprising farmers to import from Britain pure-bred animals of the Short-horn, Hereford, Devon, and other breeds, at an immense expense; and this may be said also of horses, sheep, and swine, so that the Province now contains a large amount of breeding stock of the highest character and value.

Taking as a basis of calculation the official returns of each country, it can be demonstrated that Canada, and Ontario especially, instead of lagging behind the United States in every element of progress, can put the tabular statements of her products and her progress side by side with those of the Great Republic on her borders, and not suffer from the comparison; on the contrary, she is shown to be considerably ahead of the United States in many important indications of a skilled and productive agriculture, and a rapid general advancement. The comparison as regards the Province of Ontario is very favourable. It showed that the cash value of her farms, per head of the population, was greater in Ontario than in the United States. That the capital invested in agricultural implements was greater in Ontario than in the United States, in proportion to the breadth of land cultivated, being \$186 for every hundred acres of cultivated land in Ontario, and \$150 for every hundred acres of cultivated land in the United States. That the value of agricultural implements *manufactured* in Ontario did not fall very much behind the value of agricultural implements manufactured in the United States, in proportion to population, being \$0.41 per head of the population in Ontario, and \$0.55 per head of the population in the United States. That, in proportion to population, she produces more than three times as much wheat as the United States, raising 17.64 bushels for each inhabitant, while the United States raised only 5.50 bushels for each inhabitant. That she was greatly ahead even of the Western States as a wheat-producing country, the average production of wheat in the whole of the Western States being only 10 bushels for each inhabitant. That, of the eight leading staples of agriculture, common to both countries—wheat, corn, rye, barley, oats, buckwheat, peas and beans, and potatoes—she produced 55.95 bushels for each inhabitant; while of the same articles the United States produced only 43.42 bushels for each inhabitant. That, excluding Indian corn from the list, she produced of the remaining articles 54.34 bushels for each inhabitant, against 16.74 bushels for each inhabitant produced in the United States. That, in proportion to population, she had more capital invested in live stock than the United States, the value of live stock owned in Ontario being \$38.13 per head of the population, while in the United States it was \$34.64 per head of the population. That for every hundred of the population Ontario owned 27 horses, and the United States only 20. That for every hundred inhabitants Ontario owned 32 milch-cows, and the United States only 27. That for every hundred inhabitants Ontario owned 84 sheep, and the United States only 71; and that of live stock, in the number of pigs only was she exceeded by the United States in proportion to population. That she produced 19.22 pounds of butter for every inhabitant, while the United States produced only 14.62 pounds. That she produced 2.62 pounds of wool for each inhabitant, while the United States produced only 1.92 pounds. That in ten years she increased her annual production of butter by 67 per cent., while in the United States the increase was only 46½ per cent. And that she increased her production of wool 40 per cent., while the United States increased their production only 15 per cent.

These facts need no comment. They speak for themselves.

MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc-spar, gypsum or plaster of Paris, marble (pronounced by good judges as fully equal to Carrara, or that obtained in Vermont), and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighbourhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland, almost, if not quite, as rich.

Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

The first wells were struck at Oil Springs, county of Lambton, in 1860, and by March, 1863, over four millions of gallons had been obtained. Other regions have yielded this valuable mineral in large quantities—Bothwell, in the county of Kent, and Petrolia, in Lambton, being the principal. The last-mentioned place is now the largest producing district.

The production at present is about 438,200 barrels yearly. Large refineries have been erected at London and elsewhere, and the trade is assuming proportions of magnitude both for home and export use.

Salt is obtained at Goderich and the neighbourhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat-beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by several companies.

MANUFACTURES.

The almost unlimited supply of water-power throughout Ontario affords unusual facilities for manufactures to which that power is adapted, and in consequence various descriptions of industry are springing up in all directions. Steam-power is also used to a large extent. The principal articles manufactured are cloth, linen, furniture, sawn timber, flax, iron and hardware, paper, soap, cotton and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, etc.

RAILWAYS.

The railway system has made rapid strides in Ontario during the last fifteen years. In the year 1852 there was not a single mile open in the whole Province. At the present moment there are not less than 5,000 miles in operation, and, as may be seen by reference to the maps where their proposed routes are laid down, many new roads are projected or being already constructed or extended.

As to ordinary roads—in the settled parts of the Province these are excellent, being generally gravelled or macadamized, and kept in good order. In the unsettled parts, with a view of opening them up, the government constructs out of the public money what are called colonization roads.

EDUCATION.

The school system of Ontario is admirable. It affords the children of the rich and poor alike the means of free education. It now forms one of the chief departments of the administration, and is under special charge of the Minister of Education. The schools are supported by a direct tax on property, supplemented by the Legislature, and education is not only free but compulsory. Townships are generally divided into "sections," with a board

of three trustees for each. This board employs the teacher and controls the school. There are 53 inspectors of schools for the entire Province, but no inspector has the supervision of more than 120 or less than 50 schools. They are paid partly by the council and partly by the government. These gentlemen visit their respective schools twice a year, examine into the state of educational matters, and send an elaborate report to the Minister of Education of the result of their inspection, and the exact standing of the schools. Roman Catholics may, if they think proper, establish separate schools, and are in such cases exempted from supporting public schools, and receive a separate grant from the government. There are nearly 5,000 public schools, of which nearly 200 are Roman Catholic separate schools, with 490,537 pupils attending them. The amount of money expended in their support exceeds \$3,000,000 yearly.

The School Act of 1871 has given an immense impetus to public school education, and each year shows a greater increase in educational statistics.

The high (formerly grammar) schools of Ontario are principally confined to cities, towns and villages. Pupils enter them from the public schools, and thence to college and the university.

The Normal Schools at Toronto and Ottawa have been the means of training an immense number of teachers for the profession. Over 8,000 have passed through the former and about 300 through the latter, which has only been a few years in operation. There are about twenty Universities and Colleges in the Province, of which three are Roman Catholic, and exactly one hundred High Schools and Collegiate Institutes. The total number of educational establishments (private and public) exceeds 5,500; the attendance thereat aggregates 520,000; and the yearly expenditure (public) in connection therewith is over \$4,250,000.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly of eighty-eight members, elected every four years.

The laws and the mode of administering them are mainly the same as in England; the practice, however, is simpler, and far less expensive. The courts are the Queen's Bench, Common Pleas, and Chancery, each presided over by a chief-justice and two assistants, and a Court of Appeal, composed of a Chief Justice and four other judges, who hold court four times a year. In each county there is a County Court, presided over by a county judge. The judges of the Superior Courts (who are all appointed by the Dominion Government) go circuit to each county throughout the Province twice a year, to hold assizes for the trial of civil and criminal cases. The judges of the Court of Chancery also hold their courts in various counties as well as at Osgoode Hall.

TAXATION.

In Ontario there is no taxation answering to the State taxation in the United States, the provincial expenditure being far more than covered by the share of the Dominion taxes which the Dominion hands over to each Province.

THE PUBLIC LANDS.

Vast tracts of uncleared land are still in the hands of the government of Ontario awaiting the advent of the settler. The best locations in a new country are usually taken up first; but there are large quantities of wild land inviting the labour of the backwoodsman, which, when cleared and improved, will be equal to not a few of the older and improved settlements.

Thus there are some three millions and a half acres of surveyed government lands not yet taken up, and more than fifty millions of acres not yet surveyed. The greater part of these lands lie in the region bounded at the east by the Ottawa River, at the west by the Georgian Bay, and at the south by the more northerly of what are called the front townships, and which are more or less improved and settled up.

There is, in the basin of Lake Nipissing and the water-

shed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2s. to 15s. per acre.

FREE GRANT LANDS.

The free grant lands in the Province of Ontario are especially worthy the attention alike of the immigrant and of parties already resident in the country who are desirous of possessing freehold farms, but whose means are limited. Anxious to promote the improvement of the yet uncleared districts, the provincial government have thrown open, upon the most liberal terms, a number of townships, containing over 3,000,000 acres, into any of which parties may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, two hundred acres of land, and any person arrived at the age of eighteen may obtain one hundred acres in the free grant district. This offer is made by the government to all persons, without distinction of sex, so that a large family, having several children in it at or past eighteen years of age, may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate.

The settlement duties are: to have fifteen acres on each grant of one hundred acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least sixteen by twenty feet in size, and to reside on the land at least six months in each year.

In the older settled townships, farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved.

Cleared and improved farms, including the farm-buildings, can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There are several large and influential land and building companies in Ontario.

THE CANADA COMPANY

The most extensive and influential of these corporations was a large land company of English capitalists, who, having the great support which £289,737 sterling (\$1,410,000) of paid up capital can give, entered into a contract with the Earl of Bathurst, then Secretary of State for the Colonies, whereby they were to obtain all the public lands of the then Province of Upper Canada, which were surveyed subsequent to March 1st, 1824, and known respectively as Clergy Reserves and Crown Reserves, each of which (by the provisions of 31st Geo. I., cap. xxxi.) comprised one-seventh of the total quantity so surveyed. This agreement, which was entered into November 26th, 1824, stipulated that the price to be paid for 829,430 acres of Crown Reserves, and the same quantity of Clergy Reserves, was to be 3s. 6d. stg. per acre, one-third in improvements on the land, and the other two-thirds in cash payments extended over sixteen years of time. "The Clergy" (then the magnates of the Anglican Church) opposed this grant so violently that the home government were induced to enter into a new arrangement with the Canada Company, whereby the latter, in the place of receiving the 829,430 acres of Clergy Reserves, obtained a block of land described as follows in the official despatch of Earl Bathurst to Sir Peregrine Maitland, the then Lieutenant-Governor of Upper Canada, and dated 24th May, 1826: . . . "In

"lieu of the before-mentioned 829,430 acres of Clergy Reserves, His Majesty's Government will grant and convey to the Canada Company for the same price (£145-150 5s. cy.) a block of land containing one million acres "in the territory lately purchased from the Indians in the "London and Western Districts." This agreement was subsequently so far modified as to include 1,100,000 acres at the same price, and did not interfere with the original grant of "Crown Reserves," which, on survey, were found to contain 1,384,413 acres instead of 829,430, making a total of two and a half millions of acres in all, which this powerful Company became possessed of. Most of this was in the best parts of the Province. That which was granted *en bloc* comprised probably the most fertile section of equal area in America, and included the present Townships of Biddulph, McGillivray and East and West Williams, in the County of Middlesex; Blanchard, Downie, Easthope (North and South), Ellice, Fullarton, Hibbert and Logan, in the County of Perth; Colborne, Goderich, Hay, Hullett, McKillop, Stanley, Stephen, Tucksmith and Usburne, in the County of Huron; and Bosanquet in the County of Lambton. These townships were all named after prominent stockholders or directors of the Canada Company.

This Company laid out several towns which have since risen to commanding importance, including Galt (named after the manager and chief commissioner in Canada, father of Sir Alex. T. Galt and Mr. Justice Galt), Guelph, Stratford and Goderich. As a financial enterprise it proved a great success, the profits exceeding the original investment many times over; and as an incentive to settlement it was equally advantageous to the Province, thousands of Old Country immigrants being induced to come in and settle on their lands, which have since developed into one of the most wealthy and prosperous sections of the whole Dominion.

The Company's head office is in Toronto, and they still own about 295,000 acres of land—chiefly, however, of the "Crown Reserve" grant, and scattered all over those parts of the Province which have been settled since 1828.

THE CANADA LAND AND EMIGRATION COMPANY

Bought so recently as 1865 the ten townships of Dysart, Dudley, Harcourt, Guilford, Harburn, Bruton, Have-lock, Eyre, and Clyde (in Peterborough County), and Longford (in Victoria County). These townships—all in one block—were unsurveyed, and after a survey, which cost the company \$31,810, it appeared that they covered 403,125 acres, from which, after deducting 41,000 acres for the area covered by swamps, etc., there remained 362,125 acres, to be paid for at the rate of 50 cents per acre; the amount paid by the company to government being \$181,062. The ordinary settlement duties upon these lands are to be performed within eighteen years from January, 1865, and ten per cent. of the purchase-money is to be refunded to the company for the construction of leading lines of road, subject to government inspection. Besides these expenses, the company has paid nearly \$10,000 more for additional surveying, road-making, etc., and also considerable sums in preparation of their estate for settlement, the furtherance of emigration, etc. In all, besides payments to government, over \$100,000 have been expended to date.

Some twenty-five miles of new road have been constructed, and twenty-five miles of the old government Peterson road have been brushed out and repaired. The company has shared the expense of many of these improvements with municipalities interested.

It should be mentioned that the Company sold the Township of Longford entire to John Thompson, of the celebrated "Longford Mills," and now retain the other nine townships, which form a square. As long ago as 1868 a charter was obtained for building a railway into this territory, but through some "hitch" of a political nature the scheme failed to secure the government aid which was looked for, and was temporarily abandoned. The charter remained in force however, and in 1874 the

company (known as the Victoria Railway Company) having obtained the promise of \$55,000 by way of bonus from the District, or Provisional County of Haliburton, the Government were prevailed upon to grant the very liberal sum of \$12,000 per mile to the enterprise, as a "Colonization Road." The Canada Land and Emigration Co. also extended liberal encouragement, and the result was the completion of the road from Lindsay to Haliburton during the year 1878. The people of Peterboro' town and county (Haliburton originally belonged to that county) opposed the building of this railway with might and main; and it was not until the people of the north withdrew from the south, and formed themselves into the Provisional County of Haliburton, that they succeeded in their efforts to extend sufficient encouragement to the railway to ensure its completion. The length of this road from Lindsay to Haliburton is 56 miles. The land Company gave them a bonus of \$3,000 per mile for that portion north of Kinmount.

The scheme of free grants which the Ontario Government introduced in their wild lands of the Muskoka District, immediately adjacent to Haliburton, for many years seriously impeded the settlement of the lands of the Canada Land and Emigration Company. Now, however, that a railway has been built into the heart of the territory, and the enterprise and liberality of the company have supplied it with a system of highways, people desiring homes are beginning to realize the fact that it is better to pay something for the advantages they offer than to get land free, but without facilities of this description; and under the stimulus of this last impression, the settlement of their territory has lately received an impetus which promises at no distant day to make Haliburton a populous and wealthy county.

There are unmistakable signs that a prolonged period of unexampled prosperity is dawning on Ontario, and it may fairly be assumed that her growth and population must for several decennial stages equal, if not exceed, those recorded in the past. Amongst other reasons for arriving at these conclusions the following are suggestive: The migration of the native-born from Ontario has almost ceased, while numbers of American citizens, farmers, manufacturers, miners, or lumber merchants, are making that Province their home. Emigration from the European continent and Great Britain is encouraged by reduced rates of passage-money and free grants of 100 acres to actual settlers. The legislature, moreover, votes large funds for the construction of national colonization roads, extending into the unoccupied public domain. Railways liberally subsidized, either under construction or projected, and intersecting every district, connect every section of the Province with that great railway artery of the Dominion, the Grand Trunk, thus affording facilities for the conveyance of emigrants to public lands, enhancing the value of farm produce and real estate, and calling into activity long dormant manufacturing and mining industries.

No language can convey so vivid a picture of the prodigious strides in population and civilization of counties a few years since wild and untenanted, like the present Nipissing region, as the passionless figures of the census. In 1827 the Huron country was an unbroken wilderness; in 1841 the counties of Huron, Perth, and Bruce counted only 5000 inhabitants; in 1851 the number had risen to 37,580; while in 1871 the enumeration was 161,216—being nearly thirty fold within thirty years; a rate of progress rarely paralleled amongst a population exclusively devoted to agriculture, and without the attractions of manufacturing centres.

TORONTO.

TORONTO, the seat of the provincial government, with a population in 1871 of 56,092, is now estimated at upwards of 90,000. Its port, opening on Lake Ontario, is the principal inland port of the Dominion.

Toronto Bay, which was until recently formed by a low narrow peninsula running from the east of the mouth

of the Don River, and extending crescent-like for a distance of over six miles into and along the lake, is a beautiful sheet of water nearly two miles wide along the whole city front. The entrance was formerly at the south-western quarter, but the action of wind and wave has formed a second "gap" to the south-east, and the former peninsula is now an island. The harbor, however, is the best on the lakes.

Six lines of railways run through the city—the Grand Trunk, Great Western, Northern and North-Western, Toronto and Nipissing, Toronto Grey and Bruce, and Credit Valley.

The city generally is built of a light-colored brick, of a soft, pleasing tint.

The public buildings of the city are substantial in workmanship, and some of them beautiful in architectural design. Many of the stores, especially the wholesale stores, and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and the headquarters of the Educational Department of Ontario. The principal buildings are Osgoode Hall, a fine classic structure, containing all the Superior Law Courts of the Province; the Parliament buildings, of plain exterior, but now being replaced by a structure more in keeping with the growing requirements of the Province; the Lieutenant-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none on this side the Atlantic as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented with rows of stately trees. In the centre of the Park is a finely modelled and well executed bronze statue of Her Majesty Queen Victoria, by Marshall Wood, England, and a short distance from this there is a monument erected in honour of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants (1866). Trinity College is another educational institution in connection with the Episcopalian Church; and there is also Knox College, for the theological training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two schools of medicine in Toronto, each having an efficient staff of professors. There is also an ably conducted veterinary college.

Toronto possesses a large number of exceptionally fine Hotels, the Rossin, Queen's, Walker, Windsor and American being a credit to any city. The first-named is an immense structure, and, as a hotel, has no equal in the Dominion, with the single exception of the Windsor of Montreal.

The city also has the two finest opera houses in the Dominion, besides one theatre, and a number of magnificent music halls.

The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated the lunatic asylum; the Crystal Palace, for holding the provincial agricultural exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the custom-house; the Government School of Technology; the new post-office, a fine specimen of the Italian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car-building shops, rolling mills, several breweries and a mammoth distillery, car-

riage factories, tanneries, soap-works, cabinet factories, one of which is the largest in the Dominion, car-wheel works, machine-shops of all kinds, pork-packing houses, sewing-machine, sash and door, and boot and shoe factories on a large scale. Its wholesale trade is very extensive and rapidly increasing.

Some twenty chartered banks have agencies in the city, nearly one-half of which have also their head offices here, besides a very large number of mortgage, loan and insurance companies, and private brokers who do a general banking business. Of over a half hundred churches, the seven finest are the St. James' (Episcopal) and St. Michael's (R. C.) Cathedrals; the Metropolitan (Meth.), St. Andrew's (Pres.), Jarvis Street (Baptist), Bond Street (Cong'l), and Gerrard Street (Pres.) Churches—all magnificent structures. The spire of St. James' is the highest on the American continent, and its tower clock is the finest in the world, with the single exception of the Strasbourg cathedral clock.

The assessed value of real estate—about \$38,000,000 in 1874—had increased by 1880 to \$52,533,270.

OTTAWA.

OTTAWA, the capital of the Dominion of Canada, is beautifully situated on the right bank of the Ottawa River, at the outlet of the Rideau, and on the Canada Central, Q., M., O. and Occidental, and St. Lawrence and Ottawa railways. It is one of the most flourishing cities in Ontario, being the *entrepôt* of the great lumber trade of the Ottawa River and its tributaries. It is divided into Upper and Lower Town by the Rideau Canal, which connects it with Kingston. The locks here are eight in number, and are very massive.

The town was founded in 1827 by Colonel By, R.E. It was incorporated a city, and its name changed to Ottawa in 1854, and selected by Queen Victoria as the capital of Canada in 1858. Its population in 1871 was 21,545, and is now, with suburbs, about 35,000.

The chief attraction in Ottawa is the government buildings, which occupy an elevated piece of ground, about twenty-five acres in extent and 150 feet above the river, known by the name of "Barrack Hill." The view from this natural terrace is superb. The great river with its moving rafts, steamers, barges, and canoes rolls swiftly on through splendid hill-ranges towards the south. In the distance the fine suspension-bridge which spans the majestic river just above the Chaudière Falls attracts the eye, even though it be tempted to rest upon the wild beauty of the cascade sweeping by craggy rocks between abrupt islands, and plunging into the basin below, where part of its waters disappear in a mysterious way. Far beyond the cascade glitters the broad river swiftly rushing down the rapids Des Chênes; and in the remote background rise towering hills and mountains, often brilliant with purple and gold when the sun dips from view and gilds their lovely summits with his parting beams.

The government buildings, the corner-stone of which was laid by H. R. H. the Prince of Wales in September, 1860, are constructed of a light-coloured sandstone found in the township of Nepean, in the valley of the Ottawa. The walls and arches are relieved with cut-stone dressings of Devonian sandstone from Ohio, and with red sandstone from Potsdam, N. Y. The roofs are covered with purple and green slates, and the pinnacles ornamented with wrought-iron castings. The style of architecture is the Italian Gothic, and the south front of the quadrangle is formed by the Parliament building, 500 feet in length. The two departmental buildings are 375 feet long. The rear is open, and will be railed off with a suitable ornamental screen. The committee-rooms occupy the front of the building. The library, a beautiful detached circular building, with a dome 90 feet high, is in the rear of the central tower, 250 feet high. The two legislative halls are on each side of the library, but in the main building. The dimensions of these halls are the same as those of the House of Lords, namely, 80 feet by 45; they are situated on the ground-floor and lighted from above. The library is constructed after the plan of

the new library of the British Museum, and will hold 300,000 volumes. The two departmental buildings contain over 300 rooms, and are intended to accommodate all the departments of the government of the Dominion, and are so constructed as to be capable of extension at any future time without injuring the general architectural effect. The buildings cover nearly four acres, and cost over \$4,000,000.

Ottawa contains seventeen churches and many charitable and educational institutions, large mills and manufacturing, and seven banks. The Governor-General's residence is "Rideau Hall," a handsome stone structure, with thirty-five acres of well laid-out grounds, and beautiful avenues of shade-trees. It is situated in the suburb of New Edinburgh, connected with Ottawa by a street railway. Hull, also connected with Ottawa by bridges, but situated on the other side of the river, in the Province of Quebec, is a thriving town full of mills and manufacturing.

HAMILTON.

HAMILTON, one of the most rapidly growing and enterprising cities of the Dominion, is beautifully situated on the south-western curve of Burlington Bay, at the western extremity of Lake Ontario. It occupies a delightful position on a plateau of slightly elevated ground, winding around the base of a mountain, and has superior facilities for becoming a large manufacturing city, being accessible from all points by railway and lake navigation, and being situated in the very centre of the finest grain-producing country in the Dominion. The Great Western Railway and its branches, passing through the most fertile and populous portions of Ontario, has done much to advance the prosperity of Hamilton. Here are located the chief offices, workshops, rolling-mills, grain elevators, etc., connected with the company, in which hundreds of men find employment. The Great Western forms part of the great central route running from the Atlantic to the Pacific, comprising the Hudson River, Boston and Albany, New York Central, Great Western of Canada, and Michigan Central railroads, passing daily through Hamilton, and connecting at every important point with all other railway and steam navigation. The Wellington, Grey and Bruce Railway to Lake Huron and Georgian Bay, and Hamilton and Lake Erie, lately amalgamated with the Hamilton and North-western Railway (projected to connect with the Northern Pacific), further tend to increase the mercantile and manufacturing establishments in the city, and add still more to its general prosperity. In addition to the extensive works of the Great Western Railway, Hamilton boasts of other large manufactories which will bear favourable comparison with any in the Dominion.

There are several large sewing-machine manufactories here, the largest of which, the "Wanzer," has a world-wide reputation, and does an enormous business. Its wholesale houses rank with those of Montreal and Toronto, and its merchants are noted for their enterprise and liberality. It is the head-office of the Bank of Hamilton, and several banks have branches here, and these buildings, as well as the public buildings, churches, and many of the stores, are handsome and costly structures. The city is well lighted with gas, has an excellent system of drainage, and possesses magnificent water-works, the supply to the reservoir of which is brought from Lake Ontario, a distance of nine miles.

Five miles from Hamilton, connected by rail, and by the Desjardins Canal, is Dundas, a thriving manufacturing place, having the advantage of a stream which rushes with great impetuosity through its centre, working on its way numerous mills. The well-known machinery and agricultural works of McKecknie & Bertram and Forsyth & Co. are situated here. Population of Hamilton, 42,000.

KINGSTON, at one time capital of Upper Canada, is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the West, together with the Bay of Quinté and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It is, after Quebec and Halifax, the strongest fort in the Dominion of Canada. There is a fort on Messessaga Point, and all other accessible points are secured by batteries. There are extensive military works on Navy Point, and on Point Henry is a fortress which completely commands the harbour and town.

It has recently been selected for the site of the new military college of the Dominion.

Kingston possesses good wharves, and is in every respect well adapted for the large grain shipping trade carried on here. It has also the best facilities for building ships and steamboats. Locomotives, cars, steam-engines, agricultural implements, stoves of every description, pianos and melodeons are manufactured in Kingston. There are several large foundries, tannerics, breweries, etc.

Adjacent to the city is Portsmouth, a flourishing village, where the Penitentiary and Lunatic Asylum are located. Kingston possesses two colleges—Queen's and Regiopolis—and has several handsome public buildings, such as the court-house, custom-house, city hall, banks, post-office, hospital, and churches. The Grand Trunk Railway has an important station in rear of the town; freight trains run to the harbour. A railway has lately been constructed from Kingston to Pembroke, distant 120 miles. The Rideau Canal, connecting this port with the Ottawa River, has made it a place of considerable commercial importance. Population, about 16,000.

LONDON, the westernmost city in the Dominion of Canada, is beautifully situated on the River Thames, county of Middlesex. It is the chief seat of the county, and honestly boasts a more rapid and prosperous growth than any city in British North America. Forty years ago its present site was a wilderness; now it is a fine city, regularly laid out, having wide streets, well built upon with handsome buildings, and has the best of railway communication with all parts of Canada and the United States. By bestowing on its streets, bridges, and surroundings familiar names to former residents of the metropolis of the world—such as, among others, Pall Mall, Bond, Piccadilly, Oxford, Waterloo, and Clarence streets, Westminster and Blackfriars' bridges, etc.—it endeavours to cluster round it fond recollections of its great namesake. Its situation has justly earned for it the title of the "Forest City." It is surrounded by a rich agricultural district, which furnishes it with a large trade in wheat and other produce. In the city are a number of manufactories, mills, machine-shops, foundries, and breweries, while immediately outside its limits are very extensive petroleum refineries. These all give employment to a large body of men, and add greatly to the wealth and importance of the city.

London contains seven branch banks, a number of fine hotels, a host of stores, an exhibition building, a lunatic asylum, orphan asylum, hospital, nine schools, a convent, four colleges, and nineteen churches (including Church of England and Roman Catholic cathedrals). St. Paul's Church (Church of England) is one of the few in Canada possessing a peal of bells.

On an eminence in the northern part of the city, surrounded by extensive grounds, is Huron College, established in 1863, Hellmuth College, established 1865, and Hellmuth Ladies' College, established 1869. These are all fine brick structures, and have at their head the Lord Bishop of Huron. The best professors are attached to each, and the highest branches of education are taught. To the energy and zeal of the Bishop, Dr. Hellmuth, is this section of the Dominion due for the successful establishment of the two excellent institutions bearing his name. Four railway companies run their lines through the city, the Grand Trunk, Great Western, the London and Port Stanley, and recently the London, Huron and Bruce, now a very important line. The depot of the Great Western is a large fine brick building. This company have also extensive workshops here.

During the summer months large numbers of invalids and health-seekers visit London to enjoy the benefit of its white sulphur springs (famed for their medicinal qualities).

Population in 1852, 6,034; 1861, 11,555; 1871, 15,826; and at present, including suburbs, about 30,000.

ST. CATHARINES is celebrated for its mineral springs, and for its excellent hotels. For this reason it is called the Saratoga of British America. The value of the waters as a remedial agent was first brought to the notice of the public by Col. Stephenson, who likewise erected the Stephenson House, a delightful hotel, large enough to accommodate 400 visitors. The spring first discovered, the water of which is used both externally and internally, supplies, on an average, 130,000 gallons per day. Of this amount a large quantity, partially evaporated, is sent throughout the country in its concentrated form, and although saline in its nature is, nevertheless, unfit for the manufacture of salt. A second boring in this vicinity has resulted in the discovery of another well, the properties of which are similar to those of the one first discovered.

The Welland House and these two others are equal to any in the Province, and are fitted up with a chaste elegance adapted to the taste of the most fastidious. The Great Western and the Welland railways have stations here. Manufacturing of machinery and agricultural implements is carried on to a large extent, and it contains seven churches, four banks, several assurance and insurance companies, a commercial college, collegiate institute, convent, general hospital, and five or six large flouring mills. St. Catharines is incorporated as a city, and its present population approaches 15,000.

GUELPH is the capital of the county of Wellington, on the River Speed, and on the G. T. and W. G. & B. railways, 48½ miles W. of Toronto. The town is built on a number of hills, which give it a picturesque appearance. It contains, besides the county buildings, churches of seven denominations, four branch banks, several assurance and insurance agencies, a library and reading room, several newspaper offices, two telegraph offices, several hotels, and about a hundred stores. The Speed here falls about thirty feet, furnishing abundant water-power to about three or four large flouring mills, two saw mills, two planing mills, and two woollen factories. The town has also manufactories of iron castings, machinery of every description, several large breweries, three sewing-machine and two melodeon establishments.

This town is the centre of a rich agricultural district. It has a large retail country trade, and exports considerable quantities of wheat and flour. No place in Canada presents more excellent manufacturing facilities. Here are several beds of whitish, sub-crystalline, dark brown and black dolomite, which is an excellent building stone. Valuable quarries are worked near the town. Some of the beds are burned for lime. Here is the northern terminus of the Galt and Guelph branch of the Great Western Railway, and the southern terminus of the Wellington, Grey, and Bruce. This is also one of the chief stations of the Grand Trunk Railway.

Guelph may be taken as a shining example of a prosperous and rapidly-growing Canadian town. Its population in 1851 was only 1800; in 1861, 5070; in 1871, 6878; incorporated as a city in 1879, with a population at that time of 10,000.

BRANTFORD.—An incorporated city in the township of Brantford, county of Brant, admirably situated on a high ridge skirting the north bank of Grand River. It is the chief town of the county, and derives its name from Brant, the celebrated Indian chief. It is an important station on the Buffalo and Goderich branch of the G. T. R. A branch of the G. W. R. connects the town with the main line at Harrisburg, and with the "Air Line" at Tilsonburg, forming a direct through line from St. Thomas to Toronto. Brantford has agencies of the Bank of Montreal, Bank of British North America, Canadian Bank of Commerce, and several assurance and insurance companies, and contains churches of ten denominations, about eighty stores, a handsome stone court-house, a widows' and orphans' home, and other public buildings. The buildings erected by the Grand Trunk are on a very extensive scale, occupying eleven acres. They consist of a repair-shop, engine-house, and round-house, built of white brick. Among the manufactures of the town may be mentioned brass and iron castings, tin and japanned ware, sashes and blinds, engines and mill machinery,

agricultural implements, and stoneware produced nowhere else in the Province. In the Brantford engine works about 125 men are employed in the manufacturing of engines and mill machinery. The Victoria foundry employs over 100 men. The stoves, farming implements, etc., turned out of this establishment are in great favour in Ontario. Population, nearly 12,000.

BELLEVILLE, an incorporated city at the mouth of the River Moira, on the Bay of Quinté, the southern terminus of the Grand Junction and North Hastings Railways, and one of the chief depôts on the whole line of the Grand Trunk, is the seat of Albert University, and a very important lumber, milling, manufacturing, railway and commercial centre, with a population exceeding 12,000.

Stratford and Peterboro' each contain over 10,000; and Brockville, Chatham, St. Thomas and Windsor each between 8,000 and 10,000; while among the towns containing between 4,000 and 8,000 inhabitants are Barrie, Berlin, Bowmanville, Cobourg, Collingwood, Cornwall, Galt, Goderich, Ingersoll, Lindsay, Napanee, Oshawa, Owen Sound, Paris, Petrolia, Port Hope, Sarnia, St. Marys, Whitby and Woodstock.

QUEBEC.

THE *Province of Quebec* covers that vast extent of territory which extends from the Gulf of St. Lawrence to the point where the 45th parallel of N. latitude strikes the course of the gigantic river of the same name, occupying both sides of its valley for a distance of 950 miles; is bounded on the south by the Baie des Chaleurs, the Province of New Brunswick, and the United States, and on the north by an undetermined line, embracing within its limits the extensive watersheds of a number of rivers, amongst which the most remarkable are the Saguenay, the St. Maurice, and the Ottawa—the latter being the dividing line between this Province and the Province of Ontario along the greatest part of its course. The area of the Province of Quebec may be set down at about 129,000,000 acres of land of all descriptions.

The Province of Quebec had in 1871 a population of 1,191,576 inhabitants; at present estimated at about 1,300,000, the great majority of whom cultivate the soil. The magnificent fishing grounds of the Gulf and River St. Lawrence engage the labour of a great portion of the inhabitants of the lower part of the Province; while the immense forests of the interior, and the mines distributed from one end of the country to the other, afford a constantly enlarging field for human skill, labour, and capital.

The historical city of Quebec, containing over 60,000 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population now estimated at 200,000, is the commercial metropolis, and the principal port of entry of British North America.

The Province of Quebec is chiefly peopled by the descendants of the early French colonists, who are for the most part settled in the fertile valley of the St. Lawrence; but in the Eastern Townships, and in the towns and cities, there is a large English-speaking population. The French still preserve with rare fidelity the language, customs, laws, and religion of their former mother-country; thrifty, clean and frugal, light-hearted and cheerful, there is not a more happy or contented population on the face of the earth.

The people of the Eastern Townships are industrious and enterprising. Many of them are descendants of the United Empire loyalists, and numbers are from New England, who have crossed over the line. Some of the neatest homesteads and finest farms in Canada are to be found in these townships; and perhaps the best stock on the American continent is bred and raised there.

The soil in many parts of Quebec is exceedingly fertile, and capable of high cultivation; the cereals, hay, root crops, and fruits grow in abundance and perfection.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has, is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South-western States, are unknown here, every climatic influence being healthy and pure.

The great river St. Lawrence flows through the Province. Just above Montreal it receives from the north-west the Ottawa, a river 800 miles long, and in no degree inferior to it in interest. Below Montreal it receives, on the right, the Richelieu River, having its source in Lake Champlain; the St. Francis, rising in Lake Memphremagog; and the Chaudière, the outlet of Lake Megantic; and, on the left, the St. Maurice, the Batiscau, and the Saguenay Rivers, from 200 to 400 miles in length. The latter is the outlet of the large and beautiful Lake St. John.

The Province of Quebec is richly endowed with mines of gold, copper, iron, and other ores. Gold is found chiefly on the banks of the Chaudière. Copper is found in large quantities in the Eastern Townships. Iron is found almost everywhere, and is of superior quality. Lead, silver, zinc, platinum, etc., also occur in various sections. At the present time there are over 6,000,000 acres of Crown lands surveyed and ready to be disposed of, and over 100,000,000 unsurveyed.

LANDS.

Lands purchased from the government are required to be paid for in the following manner: One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments bearing interest at six per cent. But the price at which the lands are sold is so low, that is, from 20 cts. to 60 cts. per acre (10*d.* to 2*s.* 5½*d.* sterling), that these conditions are very little burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and opening roads.

The purchaser is required to take possession of the land sold within six months from the date of sale, and to reside on or occupy the same at least two years, and to clear and have under crop within four years ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least sixteen feet by twenty feet. The letters patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over eighteen years may demand a permit of occupation from any Crown lands agent, and if at the end of four years he has cleared twelve acres and built a house, he may take out letters patent free of charge.

The parts of the Province of Quebec now inviting colonization are the valleys of the Saguenay, St. Maurice, and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

The settlement in the valley of the Saguenay is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. There are about 610,000 acres in this district surveyed and divided into farm lots for sale to settlers at 20 cts. (10*d.* stg.) per acre. The soil in this locality is very rich, being argillaceous, mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec.

The territory watered by the St. Maurice and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 180,000 acres, for sale at 30 cts. per acre (1*s.* 2¾*d.* stg.)

The recent exploration in the valley of the Matawan, a tributary of the Upper St. Maurice, draining a larger tract of land about seventy-five miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne—a distance of thirty-six miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

In the Ottawa valley the number of acres surveyed and divided into farm lots is 1,035,931, offered for sale at 30 cts. per acre (1*s.* 2¾*d.* stg.) The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in snow for transport to Southern markets, where they bring a high price.

In the Eastern Townships the government owns 453,935 acres of wild lands, which it offers at from 40 cts. to 60 cts. (1*s.* 9*d.* to 2*s.* 5½*d.* stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The townships in their general features are hilly, well watered with rivers, brooks and lakes, affording considerable hydraulic power. The soil is rich, and the farmers, generally speaking, prosperous. They have good facilities of communication and good markets.

Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The government have 1,706,000 acres, divided into farm lots, for sale at 30 cts. (1*s.* 2¾*d.* stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Taché road, of 209 miles in length. This is intersected with cross roads connecting with the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Metapédic valley, the soil of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Metapédic road is the immense district of Gaspé, forming an area of 8613 miles of superficies, bounded by the St. Lawrence and the Bay of Chaleurs. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea-weeds and fish are used for manure by the farmer. The government offers for sale 741,000 acres of land in Gaspé at from 20 to 30 cents per acre (10*d.* to 1*s.* 2¾*d.* stg.)

The greater portion of the Province is covered by forests consisting chiefly of white and red pine. Large quantities of this timber are annually sent to England. The other kinds of timber are ash, birch, beech, elm, hickory, black-walnut, maple, cherry, butternut, fir, etc.

The lumber regions of Canada must, under judicious management, long remain a fruitful source of revenue to the Provinces of Quebec and Ontario. The augmenting and progressive demand in Great Britain and the United States, the West Indies, and South America, for rough and manufactured timber has given an enormous value within the last decade to timber limits; and, as a natural result, explorations have been pushed far into the interior, and regions long neglected have acquired a commercial value. Timber limits vary in size according to the standing of the lessees, many of the large lumbering establishments holding hundreds of square miles. The governments of Ontario and Quebec never relinquish their proprietary rights; they invariably retain the *fond* or proprietary right, merely leasing the usufruct. Formerly the leases were of short duration and at very moderate rates; but experience taught the Crown land

departments that, under long leases, the limit-holders would have a direct pecuniary interest in protecting the forests from disastrous fires, and judiciously selecting their annual cuttings, so as to permit the growth of the young timber.

The following limits yet await purchasers:

	Miles.
St. Maurice territory, limits yet vacant	6,378
Gatineau " " "	1,190
Upper Ottawa " " "	9,433
Other sections of the Province, including Labrador and Gaspé	89,669

Total miles awaiting purchasers 106,670
Being equivalent to 68,259,794 acres of unsurveyed lands.

The timber limits of Gaspé only acquired a commercial value within the last few years; but now they are attracting attention, and beginning to bring in a revenue.

Under the existing system of granting licenses, the leases continue in force for twenty-one years, with the right of renewal at such bonus as the commissioners may stipulate when the lease expires. Thirty years since, two dollars per square mile was regarded as a high rate to pay for a timber limit, but the rates have advanced so rapidly, consequent on the United States' demand for lumber, that thirty and thirty-five dollars were freely paid in 1872 per square mile, for twelve hundred miles. The thirty dollars is a prime or bonus for a twenty-one years' lease, but there are annual charges attaching to each mile of limit worked, called ground rent and stumpage, amounting to some four dollars per square mile per annum.

GOVERNMENT.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of seven members, a Legislative Council of twenty-four members, appointed for life, and a Legislative Assembly of sixty-five members. The judicial department comprises a Court of Queen's Bench, with a chief-justice and four assistants; a Superior Court, with chief-justice and twenty-six assistants; a Court of Vice-Admiralty; Courts of Quarter Sessions; and courts for the summary trial of small causes.

Public instruction is under the control and direction of the Provincial Secretary, who is also called the Minister of Public Instruction, and who is assisted by a council of twenty-one members, appointed by the Lieutenant-Governor, fourteen of whom are Roman Catholics and seven Protestants. Primary education is so far compulsory that every citizen is bound to contribute a moderate tax assessed on his property. In municipalities where there are different religious denominations the school commissioners of the majority govern. The schools of the minority are called dissentient schools whose trustees are invested with the same authority as the commissioners of schools of the majority. In the cities of Montreal and Quebec there are separate boards of commissioners for the Protestant and Roman Catholic schools. Teachers are trained in normal schools, supported at the expense of the Province. There are in the Province nearly 4,000 elementary schools, about 250 model schools, and over 150 agricultural, commercial and special schools, besides some 20 classical colleges and seminaries. The Protestant Universities are McGill, of Montreal, founded in 1827, and Bishop's College, Lennoxville, founded 1843. The Roman Catholic University of Laval was founded by the Quebec Seminary in 1852.

The prevailing religion is Roman Catholic, considerably over 1,000,000 of the inhabitants being of that religious persuasion.

There are about 1,750 miles of railway in operation in the Province, of which the North Shore line from Quebec City to Ottawa is owned and run by the Provincial Government. The extent of this road now in operation is 300 miles (with some short branches); and the Dominion Government own and operate the same extent of road within its limits—that portion of the Intercolonial from Point Lévis to the New Brunswick frontier.

The Province of Quebec takes an active and liberal part in encouraging immigration. Agents are established abroad and at home, and at a late session of the legislature laws were passed for the encouragement of colonization railways, granting, on certain conditions, an annual subsidy to seven different companies incorporated for that purpose, and also an act for the encouragement and formation of colonization societies.

These societies may also act as immigration societies. Their objects are defined as follows:

1. To aid in promoting the establishment of settlers on Crown lands; to attract emigrants from other countries, and to restore to this Province such of its inhabitants as have emigrated.

2. To open, with the permission of the government, and to aid the government and municipalities in opening roads through wild lands of the Crown, or leading thereto.

3. To direct settlers or emigrants towards the localities which the commissioner of Crown lands shall, as hereinafter provided, have assigned to and reserved for them.

4. To provide settlers with seed-grain, provisions, and implements suitable for the clearing and cultivation of land.

5. To aid the department of agriculture and the department of Crown lands in the diffusion of knowledge and information calculated to extend colonization.

6. To promote colonization and assist settlers, by all means and proceedings which they shall deem desirable to adopt, in conformity with regulations to be provided by the Lieutenant-Governor in council.

The department of agriculture and colonization watches over the organization and working of these societies; and there is every reason to hope that a certain number of them will take an active part in promoting immigration.

The five principal cities of the Province are Montreal, Quebec, Three Rivers, Sherbrooke, and St. Hyacinthe. The principal manufactures are cloth, linen, furniture, leather, sawn lumber, flax, hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, steam-engines and locomotives, wooden ware of all descriptions, agricultural implements, ships, etc. The facilities for manufacturing afforded by abundant water-power are excellent.

MONTREAL.

MONTREAL, the commercial capital of Canada, and the most populous city in British North America, is situated at the head of sea or outward navigation, and at the foot of the great chain of river, lake, and canal navigation which extends westward to Chicago and Fond du Lac, a distance of about 1400 miles, embracing an almost unequalled extent of inland water communication. It occupies one of the most commanding positions in America, and stands on a large, fertile, and beautiful island of the same name, thirty miles in length by ten miles of extreme breadth, formed by the confluence of the Ottawa and St. Lawrence Rivers, and on the north bank of the latter. Thus situated near the junction of two very important rivers, with a free communication seawards (though 90 miles above the influence of the tides, and 300 miles from salt water), Montreal possesses all the advantages of both an inland city and a seaport accessible to steamships and other vessels of over 4000 tons burden.

The quays are unsurpassed by those of any city in America; built of limestone, and uniting with the locks and cut-stone wharves of the Lachine Canal, they present, for several miles, a display of continuous masonry which has few parallels. A broad terrace, faced with grey limestone, the parapets of which are surmounted with a substantial iron railing, divides the city from the river throughout its whole extent.

From whichever side approached, Montreal and its vicinity (the wood-clad "Mont Royal" forming a magnificent background), with its numerous beautiful villas, orchards, and delightful drives, its grand and stately edifices, and many elegant public and other buildings of cut stone, adorned with glittering roofs and domes, tall spires and lofty towers, present to the view of the

beholder a vast, picturesque, and grand panorama. The city is the chief seat of manufacturing operations in the Dominion, and it has many extensive and costly establishments, the productions of which will compare favorably with those of other countries.

There are 81 cathedrals, churches and synagogues; 9 fire stations, 25 banks, over 70 assurance, insurance and loan associations; 44 homes, dispensaries and asylums, for infants, aged, reformed criminals, abandoned females, deaf, dumb, etc., etc.; 2 general, 1 foundling, 1 lying-in and 1 women's hospital; 33 newspapers and periodicals—7 of which are daily; 13 building societies, and a very large number of literary, scientific and national societies. Education is represented by a very large number of common schools—the *Asile de la Providence* (with 8 infant schools under it), 3 commercial academies, 7 R. C. convents, academies and seminaries; McGill University, Bishop's College, and Victoria University, Medical Colleges (affiliated)—College of Physicians and Surgeons for Lower Canada, Pharmaceutical Association of Quebec, College of Pharmacy, Methodist and Presbyterian Theological Colleges, St. Mary's and Montreal R. C. Colleges, and the National Institute of Fine Arts, Sciences and Industries.

Montreal is the chief dépôt of the G. T. Railway. The head offices and chief works are at Point St. Charles, a suburb in the western part of the city. The Victoria Bridge here spans the River St. Lawrence. The first stone of this great masterpiece of Stephenson was laid July 20th, 1854, and the first train crossed over it December 19th, 1859. It is 9184 lineal feet in length—twenty-four spans of 242 feet each, and one (the centre, sixty feet above the river) of 330 feet. The bridge cost nearly \$7,000,000. Its construction gave the Grand Trunk Railway a continuous and unbroken line of communication from Rivière du Loup and Portland to Lake Huron and Detroit, and Montreal unrivalled facilities and advantages for commerce, whether foreign or domestic, making it the great central depot for the traffic of Canada and the Western States. The cars of the Grand Trunk Railway—the longest line owned by one company and under one management in the world, and the building of which has placed Canada in the proud and prosperous position she occupies to-day—run daily east and west, making close connections in Ontario with the Great Western, Brockville and Ottawa, St. Lawrence and Ottawa, Cobourg, Peterborough and Marmora, Midland, Northern, Toronto, Grey and Bruce, Toronto and Nipissing, Wellington, Grey and Bruce, and Whitby and Port Perry railroads, also with the Canada Air-Line and Southern; and in the Province of Quebec with the Vermont Central, Stanstead, Shefford and Chambly, South-eastern Counties Junction, and Massawippi Valley railways; and with the following lines, besides several others already completed, or in partial operation: Kennebec, North Shore, Canada Central, Richelieu, Drummond and Arthabaska counties, Gosford, St. Francis and Megantic International, and the great Intercolonial. The two latter roads give Montreal direct rail communication with St. John and Halifax, and largely increase its trade with the Maritime Provinces. The New Brunswick Railway, now extended from Woodstock to Edmonton, N. B., will also connect with the Grand Trunk at Rivière du Loup. In the Eastern States the G. and Trunk connects with several lines branching off from its principal stations, and at Portland with the Allan line of steamers in winter, and with steamers for St. John and Halifax the year round. The Vermont Central and Montreal and Province Line railways, and their connections, also afford direct communication with New York, Boston, and the principal cities in the United States. The Canada Central and North Shore railways (the former road is now being rapidly proceeded with) will prove of incalculable benefit to Montreal, by largely increasing its trade with the many prosperous sections of country through which they will pass, and causing the rapid extension of its limits eastward as well as westward.

There are several lines of European steamers running to Montreal during the season of navigation, the principal of which, the Allan line of splendid, powerful, fast

screw steamers, performing regular mail service, ply weekly between Liverpool and Montreal in summer, and between Liverpool and Portland in winter. During season of navigation daily lines of steamers, propellers and other vessels, run between Montreal and Quebec, Ottawa, Prescott, Brockville, Kingston, Belleville, Rochester, Cobourg, Port Hope, Toronto, Hamilton, and many other lake and river ports, eastward as well as westward.

The city is well governed by a corporation composed of a mayor, nine aldermen, and eighteen councillors, has a fine police force, an efficient fire brigade, and the best fire-alarm telegraph system in the world. It is the principal port of entry in the Dominion, and is rapidly increasing in population and extending its city limits.

The commercial progress of Montreal is best shown by comparison. In 1863, 504 vessels arrived of 209,224 tons; in 1872, 872 vessels of 696,795 tons. In 1854 the imports were \$18,729,612, and in 1874, \$44,320,646, or nearly 250 % of an increase in twenty years.

The population in 1851 was 37,715; 1861, 90,323; 1871, 107,225; and now it is estimated at 175,000, with suburbs containing 25,000 more.

QUEBEC.

QUEBEC, the stronghold of military power in British North America, and capital of the Province, is situated on a rock-bound promontory formed by the confluence of the rivers St. Charles and St. Lawrence, 180 miles below the city of Montreal. It is very strongly fortified, completely commanding the navigation, and by military authorities is declared impregnable.

Quebec is divided into two parts, called Upper and Lower Towns. The Upper Town occupies the highest part of the promontory; it is surrounded with walls, and otherwise fortified. The ancient citadel, which crowns the summit of Cape Diamond, covers, with its numerous works, an area of forty acres, and from its position is probably the strongest fortress in America.

The chief ascents to the Upper Town are by a steep and narrow winding street and by a flight of steps.

The Lower Town, which is the seat of commerce, is built around the base of Cape Diamond, where, in many places, the rock has been cut away to make room for the houses. On the side of the St. Charles the water at flood tide formerly washed the very foot of the rock, but from time to time wharf after wharf has been projected towards low water mark, and foundations made sufficiently solid on which to build whole streets, where boats and even vessels of considerable burden once rode at anchor. The banks of both rivers are now lined with warehouses and wharves, the latter jutting about 200 feet into the stream, and along which the water is of sufficient depth to admit vessels of the largest size. The streets are generally irregular and narrow; in few instances are they well paved and lighted. The houses are principally of stone and brick, two or three stories high, the older ones with steep and quaint-looking roofs.

The city has several times suffered from disastrous fires, but the result has been the erection of more attractive buildings, and a consequent great improvement in the general appearance of the city.

In the Upper Town are several squares and public walks commanding views unrivalled for their varied and picturesque beauty. In one stands a substantial monument, erected to the joint memory of Generals Wolfe and Montcalm, the English and French commanders who fell at the taking of Quebec in 1759. It consists of an obelisk resting on a granite pedestal, the whole 65 feet high. A monument 40 feet in height marks the spot where General Wolfe fell on the Plains of Abraham; while on the St. Foy road stands an iron pillar surmounted by a bronze statue, presented by Prince Napoleon Bonaparte in 1855, intended to commemorate a fierce struggle which took place here in 1760 between the British and French troops. There are also other interesting objects throughout the city—the Roman Catholic Cathedral, with its many fine old paintings; the Episcopal, Presbyterian, and other churches; the Esplanade, Houses of Parliament, hospital, new gaol; "Spencer Wood," the residence of the Governor; Morrin College; the Laval University, erected at a cost of nearly

half a million dollars; the beautiful new custom-house at Point à Carcy, etc., etc. The Montmorenci Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Dominion.

The educational institutions comprise three Roman Catholic colleges, viz.: Laval University, with faculties of law, medicine, and arts; the Grand Seminary, and the Minor Seminary; the Ursuline convent, an extensive establishment founded in 1641; several nunneries; Morrin College, with ten professors; Laval Normal and Model School; the Quebec High School; and a number of academies and private and public schools.

Quebec ranks third as a seaport town, or first after Halifax, N. S., and St. John, N. B. She carries on a considerable trade with the surrounding country and with the ports and fisheries below, but her principal business is ship-building and the lumber trade. She annually launches a large number of vessels, rigged and equipped, and of varying tonnage (from 1000 to 2000 tons and more), and exports millions of feet of timber, besides other produce of the country. The building of the Gosford Railway, together with the recent construction of the North Shore and Levis and Kennebec railways, will prove of incalculable benefit to Quebec, and add much to her commercial prosperity. The North Shore Railway now gives her direct communication with the places lying westward between her and Montreal on the north shore of the St. Lawrence, as she also has with the south by the Grand Trunk Railway and the Levis and Kennebec Railway, with the State of Maine and Province of New Brunswick. Quebec is well lighted with gas, and abundantly supplied with excellent water from Lake St. Charles, at an elevation of several hundred feet above the highest level of the town. A continuous stream of water can be thrown, by its own pressure, over the highest buildings in the city, rendering next to impossible, with the assistance of a good fire brigade and an excellent fire alarm telegraph system, recently introduced, the recurrence of any of those serious conflagrations which have acted so injuriously on Quebec's prosperity. Opposite the city are two very important and flourishing towns—Levis and South Quebec. With these there is constant communication by steam ferries. The depot of the Grand Trunk Railway is situated in the latter town. From thence trains proceed to all points west, and eastward to the railway system of the Maritime Provinces.

There are two weekly lines of steamers for the Gulf ports and Maritime Provinces. From April to November, the Richelieu Company's palace steamers ply daily between Quebec and Montreal, and during the hot months the Canadian Navigation Company's steamers make four trips a week to the Saguenay and fashionable watering places. Population, over 70,000.

THREE RIVERS, the third city in the Province, and capital of the district of Three Rivers, is most pleasantly situated on the north shore of the River St. Lawrence, at the mouth of the River St. Maurice, which is included within its limits, together with the several islands there lying. It is equi-distant (90 miles) from the cities of Montreal and Quebec. Three Rivers is the seat of a Roman Catholic Bishop, and the cathedral is one of the finest edifices in British North America. The improvement of the River St. Maurice by the government, in 1853, gave additional impetus and life to Three Rivers; about \$200,000 having been expended in erecting booms and slides on the river, which has already attracted the investment of more than \$1,000,000 in lumber operations. The source of supply of lumber furnished by the St. Maurice and its tributaries extends over a territory of about 200,000 miles. Messrs. Geo. Baptist, Son & Co., and Messrs. Ross, Ritchie & Co. have very extensive steam mills and machine shops at the mouth of the St. Maurice. The former firm also have mills of very large capacity some miles up the river. There are numerous other mills in the city and vicinity, this being the chief depôt of the St. Maurice Valley and the great shipping point of lumber to the Quebec, English, West Indian, United States and South American markets. The largest

glove, mitt and mocassin factory in the Dominion is situated here; also several extensive iron works, including the Radnor and St. Maurice l'Islet; besides a car-wheel factory of very large capacity; while the public improvements of the city embrace a magnificent water-works system on the Holly principle.

The causes that have hitherto militated against the development of the numerous resources of the district,—namely, the lack of railway communication, and the extent of impracticable navigation of the St. Maurice in rear of the city,—have been greatly removed by the building of a first-class branch of the Grand Trunk Railway connecting Three Rivers with Arthabaska; thus opening a direct communication with five New England States, all requiring lumber, and Three Rivers being the nearest and cheapest market whence they could obtain it. The North Shore Railway also adds very materially to its commercial and manufacturing facilities. Three Rivers has a population of over 12,000.

SHERBROOKE, the principal town in the Eastern Townships, is situated on the River St. Francis, on both banks of the River Magog, and on the Grand Trunk and Massachusetts Valley Railways, and at the western terminus of the St. Francis and Lake Megantic International Railway. It is chiefly famous for its water-power, which for extent and availableness is scarcely equalled in any other town in Canada. It contains the head offices of the Eastern Townships Bank, two branch banks, the chief office in Canada of the British America Land Company, several assurance and insurance agencies, churches of five or six denominations, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw-mills, breweries, etc. Population, 8,000.

ST. HYACINTHE.—A city on the Yamaska River, seignior and county of St. Hyacinthe, *chef-lieu* of the district of St. Hyacinthe, which comprises the county of St. Hyacinthe and the counties of Bagot and Rouville. St. Hyacinthe is one of the most flourishing places in the Province of Quebec. The local business is considerable, and the markets are second only to those of Montreal as regards the variety, quality, and value of the articles brought in. It possesses many public establishments of great importance. The college is a fine cut-stone building, over 700 feet long, and is surmounted by a cupola, from the top of which there is an extensive view. This institution possesses an excellent library, physical and astronomical apparatus, chemical laboratory, etc. The grounds around the college are very fine. The head-office of the St. Hyacinthe Bank is here, and extensive manufactories of various kinds. The Grand Trunk Railway passes through the city, and places it at two hours' distance from Montreal, seven hours from Quebec, fourteen hours from Portland. Population, 5,000.

NEW BRUNSWICK.

NEW BRUNSWICK is bounded on the north-west by the Province of Quebec, from which it is separated by the River Restigouche; north by the Baie Chaleurs; east by the Gulf of St. Lawrence and Northumberland Straits, the latter separating it from Prince Edward Island; south by the Bay of Fundy and part of Nova Scotia; and on the west by the State of Maine, from which it is separated by the St. Croix and St. John rivers; extending from latitude 45° 5' to 48° 40' north, longitude 63° 50' to 68° west; greatest length from north to south, 230 miles; breadth, 190 miles; area, 27,322 square miles, equal to 17,486,280 acres. Its coast-line is about 500 miles in length, interrupted only at the point of junction with Nova Scotia, where an isthmus of not more than eleven miles in breadth connects the two territories and separates the waters of the Northumberland Strait from those of the Bay of Fundy, and which it is proposed to unite by means of a canal, called the Bay Verte Canal.

The surface of the country is generally flat or undulating. There are some hills skirting the Bay of Fundy and the rivers St. John and Restigouche, but they nowhere assume mountain summits. The shores of the Gulf of St. Lawrence and Northumberland Strait

abound in fine ship-harbours (each at the mouth of a considerable river) from which is exported much fine timber. For about twelve miles inland the country is low and skirted with marshes.

The face of the Province is traversed in all directions by navigable rivers, chief of which is the St. John, 500 miles in length. It is navigable for steamers of 1000 tons to Fredericton, ninety miles from the sea. Above this point smaller steamers ascend sixty-five miles, to Woodstock, and occasionally make trips as far as the Tobique, seventy-five miles further up, and even to the Grand Falls, a magnificent cataract seventy or eighty feet perpendicular, 225 miles from the sea. Above the falls the St. John has been navigated by a steamer to the mouth of the Madawaska, forty miles; from this point boats and canoes may ascend almost to its sources. The Madawaska River is also navigable for small steamers to Lake Temiscouata, a sheet of water twenty-seven miles long, from two to six miles broad, and of great depth throughout. From the upper part of this lake to the River St. Lawrence, at Trois Pistoles, the distance is only about eighteen miles. The country drained by the St. John and its tributaries comprises about 9,000,000 acres in New Brunswick, 2,000,000 in Quebec, and 6,000,000 in Maine. The valley is remarkable for its fertility and picturesque beauty. After the St. John, the largest river of New Brunswick is the Miramichi, flowing north-east into an extensive bay of its own name. It is 225 miles in length, and seven miles wide at its mouth. It is navigable for large vessels twenty-five miles from the Gulf, and for schooners twenty miles further, to the head of the tide, above which, for sixty miles, it is navigable for tow-boats. The river has many large tributaries, spreading over a great extent of country.

The Petitcodiac, the Richibucto, and the Restigouche are all noble rivers, navigable for from fifteen to twenty-five miles above their mouths for large vessels, and draining over 8000 square miles of fertile and finely timbered country.

Among the numerous bays with which the coast is indented, the most important is the Baie des Chaleurs, an immense haven ninety miles in length and twelve to fifteen in breadth, with many excellent harbours. Throughout its whole extent there is neither reef, rock, nor shoal, nor any impediment to navigation.

The climate of this Province is exceedingly healthy. Disease, peculiar to the country, is unknown. Its beautiful scenery, sometimes wild and picturesque, with its hills and mountains; its beautiful rivers, brooks, and lakes abounding in fish; its sunny dales and wooded valleys, have their attractions.

The autumn is a season of exceeding beauty, the air being dry and clear, and the woods glowing with innumerable tints of the richest and most brilliant hues.

The prevailing summer winds are from the W.S.W. and S.; when from the S.W. dense fogs are often produced on the Bay of Fundy, and extend from fifteen to twenty miles inland.

Of the soil and capabilities of New Brunswick it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. A large portion of the surface is covered with dense forests of pine, hackmatack, spruce, cedar, etc., etc., which provide immense quantities of timber both for export and ship-building. All kinds of cereals and fruits (except peaches) ripen perfectly and are of excellent quality. The potatoes raised in this Province are the best in the world. Turnips, peas, beans, and other leguminous plants thrive admirably. A most profitable crop is grass, which occupies about four-fifths of the land on every large farm. Agriculture, however, has made but slow progress, and the demand for food is far beyond the supply raised on the soil. The inhabitants generally find it more profitable to follow the lumbering business. The rivers, lakes, and sea-coast of New Brunswick abound with fish of almost every variety. In Baie des Chaleurs immense shoals are seen, darkening the surface of the water. The Bay of Fundy has long been celebrated for its fisheries.

The salmon fisheries of New Brunswick are among the finest in the world. The Buctouche, Caraquette, and Cocagne oyster-beds are, as prolific as they are famous, and the finest lobsters are found in profusion.

Ship-building is extensively prosecuted in the Province, more especially at St. John and on the Miramichi. Vessels are also built at St. Andrew's, at various coves and harbors on the Bay of Fundy, along the banks of the St. John and Petitcodiac, and at Cocagne, Richibucto, Bathurst, Dalhousie, Campbellton, and other ports on the north shore. The statistics of these two industries are given among the "Dominion Statistics."

Coal is plentiful and iron ore abundant; the former is said to extend over 10,000 square miles. The Albert coal mine is the most valuable deposit of bituminous matter on this continent. It produces 100 gallons of crude oil per ton, and the coal is worth for gas making \$14 to \$17 per ton at the shipping port.

Copper and manganese also abound. A large deposit of the former has been discovered on the banks of the Nepisiquit River, which falls into Bathurst Bay, and another of plumbago within half a mile of St. John. The supply of the latter is said to be inexhaustible. Gypsum, limestone, freestone and grindstone abound.

The principal articles manufactured in New Brunswick are sawn lumber, leather, cotton and woollen goods, wooden ware of all descriptions, paper, iron castings, nails, mill machinery, locomotives, steam engines, etc. The number of saw mills in the Province is very large.

The great extent of sea coast, with its numerous bays and navigable rivers flowing into them, furnish admirable facilities for commerce. The principal exports are fish, timber and lumber, iron, coal, gypsum, shooks, hay, etc. The chief imports are wheat, flour and cornmeal, corn and other grain, salted meats, coffee, sugar, tea, molasses, tobacco, woollen, cotton and silk manufactures, fruits, etc. The value of imports into the Province has exceeded \$10,500,000 in a single year—the exports aggregating two-thirds of that amount. The imports at the Port of St. John alone have aggregated between \$8,000,000 and \$9,000,000 in a single season, while the exports from the same port during the same time exceeded \$4,000,000.

There are six railways in the Province, three of which—the Albert, the Intercolonial, and the New Brunswick roads—have been only recently completed, the last in 1877. The Intercolonial, in this Province, runs from St. John to Halifax, with branch to Shediac. The head offices are at Moncton. The St. John and Maine Railway (late European and North American) runs from St. John westward to the State of Maine, connecting at Fredericton Junction with the Fredericton Branch Railway, at McAdam with the New Brunswick and Canada Railway, and at Vanceboro' with the rail system of the United States. This road forms a connection with the St. Francis and Lake Megantic International Railway recently built from Sherbrooke, eastward. By this connection the all-rail route between Montreal and St. John has been reduced to 430 miles. (By the Intercolonial the distance is 761 miles.) The New Brunswick and Canada Railway proceeds from St. Andrew's to Woodstock, with branches to St. Stephen and Houlton, Maine. This line connects at Woodstock with the N. B. R'y. running from Fredericton, whence it is to be extended to Riviere du Loup. It also has a branch up the Aroostook into Maine. Two other roads are in progress—the Grand Southern skirting the Bay of Fundy from St. John to St. Stephen, and the Kent Northern connecting Richibucto with the Intercolonial.

The growth of the Province has been steady and large. In 1851, the population was 193,800; in 1871, 285,777, an increase of nearly fifty per cent.; and now it is fairly estimated considerably over 300,000.

The school system of New Brunswick is non-sectarian and *free to all*. The Province annually grants about \$170,000, and with a rate on property supports *free* normal, superior and common schools in abundance. There is also a University of New Brunswick and several colleges.

No Province in the Dominion has made more generous provision for the immigrant than New Brunswick.

Under the land system of this Province, as established by the Act of 1872, Crown lands suitable for settlement and cultivation are set apart, and public roads made through the same.

These lands are granted to actual settlers in lots of one hundred acres. The terms of settlement are that a settler build a house, not less in dimensions than sixteen by twenty feet, and shall clear and cultivate not less than three acres within one year, and further clear and cultivate not less than ten acres in all within three years, and reside actually and continuously on such land for three years, necessary absence excepted.

By the Act of 1868, a grant of one hundred acres of land could be *purchased* for \$20 cash, or \$30 in three annual instalments, all to be expended in making roads through the settlement; but the new Act is in still better terms. Several hundred thousand acres were, however, applied for and settled under the old Act, and under the new one large tracts are settled by immigrants, chiefly English and Scotch.

The affairs of the Province are administered by a Lieutenant-Governor, aided by an Executive Council of nine members, a Legislative Council of eighteen members appointed for life, and a House of Assembly of forty-one representatives, elected every four years. The judicial department comprises a Supreme Court, with a chief and four puisne judges having law and equity jurisdiction; one of Marriage and Divorce, a Vice-Admiralty Court, and a County Court for each county in the Province.

New Brunswick was first settled by the French in 1639. It continued to form part of Nova Scotia until in 1784 the present limits of New Brunswick were divided from Nova Scotia and erected into a separate Province by a special constitutional charter. When the United States had gained their independence, a considerable number of exiled loyalists, about five thousand persons, emigrated in 1783 to New Brunswick, where they were supplied with land, provisions, tools and clothing by the British government. These loyalists may be looked upon as the founders of New Brunswick, and their descendants now form a considerable part of the population.

It is urged and believed that this Province is peculiarly congenial to English, Scotch and Scandinavian immigrants; the climate is no more severe in winter than theirs, and the soil is better. But more, the love of order and good government inherent in them makes, in consequence, the laws and political institutions of this country suit them better than those of a republic.

The Maritime Provinces afford a fine field to anglers. In no part of the world, excepting, perhaps, the Seignior of Mingan, in the Province of Quebec, are there finer rivers for trout or salmon than those of New Brunswick.

On the whole, to the laboring man who loves a life of industry, of liberty, independence, and rough plenty; where the tax-gatherer's visits are, like angels', few and far between; where he can worship God as he pleases, and where the means are not wanting; where there is no established Church, but all thrive side by side on equal terms, and all respectably supported by willing contributions; where the schools are free alike to all; where to him the words "starvation and want" convey no dread,—this Province offers a most desirable home.

The chief cities and towns of New Brunswick are St. John, with Portland and Carleton as its suburbs, Fredericton, St. Stephen, St. Andrew's, Chatham, Woodstock, Sackville, Newcastle and Moncton.

ST. JOHN.

ST. JOHN, the commercial metropolis of the Province, and fourth largest city in the Dominion, is situated at the mouth of the noble River St. John, 500 miles from its source, parish and county of St. John. It occupies a very commanding position, and when approached from the Bay of Fundy presents an imposing appearance. The whole of the elevated portion of the city consists of solid rock, which for the purpose of form-

ing tolerable streets has had to be cut down at an incredible expense.

St. John is the *entrepôt* of a wide extent of country, abounding in agricultural resources, minerals, and valuable timber. Its admirable situation at the mouth of one of the largest rivers in North America, with a harbor open all the year round, with regular steam communication with all the main ports of Nova Scotia and the northern portion of the United States, with first-class railways running from it in every direction, with extensive maritime and manufacturing interests, insures the certainty of its becoming a city of the greatest commercial importance.

In 1873 (by the official report published) the imports were \$8,118,758, and the exports \$4,107,550; and the government statistics for 1874 (the most prosperous in its commercial history) showed an unparalleled increase—the customs duties for that year exceeding those of 1873 by nearly 25 per cent.

The position of its harbor, and its entire freedom from obstruction by ice—the only harbor in America, north of Cape Hatteras, which *always* preserves this immunity—owing to the tide falls of the Bay of Fundy, which vary between twenty-one and twenty-five feet, gives it great advantages over all other ports in the Dominion, and tends largely to its commercial importance. Its facilities for ship-building are very extensive. A large trade is carried on in this important branch; also in its principal article of export—lumber. The latter includes the shipment of deals to England, pine timber to the United States, and shooks to the West Indies. Numerous mills and manufactories surround the harbor, which is almost at all times covered with shipping.

The entrance of the River St. John into the harbor, about 1½ miles above the city, is through a rocky gorge, 90 yards wide and 400 yards long, occasioning very remarkable falls. At low water, the waters of the river are about twelve feet higher than those of the harbor; at high water the waters of the harbor are five feet higher than those of the river; hence the phenomena of a fall outwards and inwards at every tide. Above the falls the tide seldom rises more than four feet. When the waters of the harbor and river are on a level, vessels can pass the falls, and this can be effected only during a period of fifteen or twenty minutes at each ebb and flow of the tide. At times of great freshets, occasioned by the sudden melting of the snow, the tides do not rise to the level of the river, and consequently it is not possible for vessels to ascend the fall. The depth of the fall is about 17 feet. Spanning the rocky gorge about 100 feet above low water, is a magnificent suspension bridge 640 feet in length, 182 feet shorter than the bridge at Niagara. A fine view of portions of the city and surrounding district is to be had from the bridge, as also of the rushing waters immediately beneath it, which at times present a splendid scene.

St. John has the largest and finest rolling and iron-mills—the Coldbrook Iron-works and Rolling-mills—in the Dominion, and manufactories of iron castings, steam-engines, machinery, edge-tools, nails, cotton and woollen goods, boots and shoes, leather, wooden ware, soap and candles, carriages, locomotives, agricultural implements, lumber, paper, sugar-boxes, etc. Its most important branch of industry, however, is ship-building.

The streets of St. John are wide and chiefly laid out at right angles. King and Prince William Streets are the principal thoroughfares. On the western side of the harbor is Carleton, a thickly settled district and part of the city; and joined to the city, but not incorporated thereto, is the populous suburb of Portland. The city is lighted with gas, and has an excellent fire brigade and unsurpassed water supply. There are six banks in the city: Bank of Montreal, Bank of New Brunswick, Bank of British North America, Maritime Bank, Bank of Nova Scotia, and a savings bank.

St. John boasts of numerous handsome public buildings, stores and private residences. Among the former may be noticed the churches, especially the Cathedral of the Immaculate Conception, banks, Dominion building,

court house, gaol, city hospital, marine hospital, lunatic asylum, and post office.

St. John, in point of registered shipping, stands first in rank of all cities in the Dominion of Canada, and fourth in rank of *all in the British Empire*, a fact worth boasting of, and which elicited much discussion when, a few years since, the figures were first compared and published by John Boyd, Esq., of St. John, in his since celebrated lecture, "They that go down to the sea."

On December 31st, 1873, the tonnage of St. John was 806 vessels, measuring 247,228 tons, and on December 31st, 1874, 808 vessels, measuring 263,410 tons. In the whole British Empire, the list stood thus (this being the latest date for which comparative statistics are at hand):

Liverpool.....	1,411,232 tons.
London.....	1,096,937 "
Glasgow.....	444,581 "
St. John.....	263,410 "

Ranking her the *fourth* port of the Empire, Sunderland being the only other place registering over 200,000 tons.

This tonnage represents a capital of more than \$12,000,000, or about \$200 for every inhabitant, great and small, in the city and county of St. John!

As an evidence of its lumber export trade, we may mention that one man alone (Alex. Gibson, of Nashwaak), in 1875, shipped to Great Britain and continental and African ports 136,000,000 feet of lumber, employing 212 vessels, of a capacity of 170,000 tons, while for the four seasons last past the totals foot up to over 430,000,000 of feet. His operations in the woods during the winter season employ over 1,200 horses and 3,000 men.

With respect to the *size* of the vessels composing this grand fleet, we may mention that St. John has eight times as many full-rigged ships as the port of Halifax, and more full-rigged ships, both in tonnage and number, than the whole Province of Nova Scotia. St. John has five times as many full-rigged ships as the port of Quebec, and four times as many as the whole Province of Quebec. St. John has three times as many barques as the port of Quebec, and nearly three times as many as the whole Province of Quebec. While St. John, therefore, stands far ahead of all other Canadian ports in point of tonnage, its superiority over them all becomes greater the more it is examined, for the bulk of the tonnage of St. John is of the large and expensive class of vessels engaged in foreign voyages; 90 ships, 127 barques and barquentines, 73 brigs and brigantines, and over 100 schooners, belong to this class, and there are no finer vessels afloat on the sea, built of wood, copper and iron, than the larger craft that hail from the port of St. John. In this respect, St. John is the first port in America, as it is the fourth in the whole British Empire. We have yet to learn the name of any other port on this continent that has as large a fleet of clipper ships and barques on the sea as St. John. This is certainly something for Canada to be proud of.

The railway system of New Brunswick centres here, and, looking at the many natural advantages which St. John possesses, especially its free open harbor at all seasons of the year, and its unsurpassed facilities for manufacturing purposes, it bids fair to become, since completion of the great Intercolonial Railway, which connects it with Nova Scotia and the Gulf of St. Lawrence, the chief seaport city in the Dominion.

The population of St. John, including Carleton and Portland, in 1871 (latest official census), was 41,325.

This is St. John previous to 20th June, 1877. On that day one of the most destructive conflagrations that has ever occurred visited this fair city, and swept away the great business centre, including all the public buildings and the most costly edifices. An area of 200 acres, or two-fifths of the entire city, was swept clear; 1,612 houses were destroyed, 13,000 people rendered homeless, and \$27,000,000 worth of property consumed in the short space of nine hours. Since then, however, the city has been very rapidly rebuilt, its people exhibiting an amount of energy and enterprise under the sorest of trials, which has commended them to the admiration of the whole world; and with the unveiling of the country at large

from the late universal commercial depression, St. John will undoubtedly assert her old-time supremacy.

FREDERICTON.

FREDERICTON, a small but beautiful city in the county of York, is the capital of the Province, and is pleasantly situated on a level plain, on the left bank of the River St. John, eighty-four miles from the Bay of Fundy. The city is well and regularly laid out; its streets are wide and airy, crossing each other at right angles. Queen is the chief business street, and on it are situated most of the public departments, law offices, banks, hotels, etc. At the east end were the Province buildings, where the Provincial Legislature held its sittings; the Supreme Court also met there. These having been recently burnt, new ones are about to be erected by the Provincial Legislature. At the west end stands the Government house, a fine stone structure, with no pretensions to architectural beauty, yet possessing ample accommodation as the residence of the Lieutenant-Governor. On the north side of Queen street are the court-house and city hall, two large brick buildings, and the barracks, a stone structure, capable of accommodating a regiment of infantry. On York street is situated the depot of the Fredericton Railway, and the skating rink, and on Westmoreland street is the Exhibition building, a handsome wooden structure, covering nearly an acre of ground. In rear of the city, on a hill, stands the University, a large, substantial, stone building. It is well endowed, has a good staff of professors, and as a seat of learning is in high standing in the Province. There are eight churches in the city—Episcopal, Roman Catholic, Church of Scotland, Presbyterian, Methodist, Baptist, and Free-Will Baptist. Christ Church Cathedral is a fine stone edifice, and a good specimen of church architecture. It was built after designs by the late Mr. Wills, and is an exact model of his last work, Christ Church Cathedral at Montreal. The see house of the Lord Bishop of Fredericton is situated almost opposite. The scenery around Fredericton is very pleasing; a fine view may be obtained from the University building of the river and adjacent country. The St. John River is navigable from St. John to this city for large steamers and other vessels, and during high water steamers can proceed to Woodstock, Tobique, and Grand Falls.

Fredericton is becoming a considerable port, over 10,000 tons of shipping now annually entering and clearing for foreign ports. It is almost certain that its shipping trade with foreign countries must continue to increase, as it is favorably situated for certain classes of vessels; but it needs better wharf accommodation, and some improvements in the bed of the St. John River above Oromocto, where the shoals are troublesome in summer.

Opposite the city is the pretty town of Gibson, the terminus of the New Brunswick Railway, now completed to Edmondton, and in contemplation to Rivière du Loup. Lower down is the River Nashwaak, a few miles up which is the extensive lumbering establishment of Alexander Gibson, one of the wealthiest and most enterprising merchants in the Dominion, and the "lumber king" of New Brunswick. Fredericton is the chief terminus of the Fredericton and the New Brunswick railways. The former connects with the St. John and Maine (formerly E. and N. A.) Railway at Fredericton Junction, and the latter is in course of construction to Rivière du Loup.

Population in 1871, 6,006; now, about 8,000.

St. STEPHEN.—A thriving town in the parish of the same name, county of Charlotte, pleasantly situated on the banks of the River St. Croix. It is a port of entry, and the south-western terminus of the St. Stephen branch of the New Brunswick and Canada Railway. A covered bridge connects St. Stephen with Calais, a beautiful town in the State of Maine, from whence it is supplied with gas. The prospects of the town are highly encouraging. Merchants here have stores also in Calais, where they do an extensive business. Heavy lumbering operations are carried on in both towns. There are five churches in St.

Stephen, several schools, and a number of handsome residences.

Population in 1871, 6,515; 1880 (estimated), 8,000.

CHATHAM.—A beautiful town on the right bank of the Miramichi River, county of Northumberland. It is the largest and one of the most thriving towns on the north shore. Millions of feet of lumber and large quantities of fish, especially salmon, are annually exported from here. Chatham is a port of entry, is lit with gas, has a number of steam mills and foundries, and possesses several handsome buildings, a Roman Catholic cathedral, hospital and college, four churches, etc. Six miles above the town is Newcastle, the shire town of the county, and a principal station of the Intercolonial Railway. A branch railway has been built between the two towns. During the season of navigation the steamers of the Quebec and Gulf Ports Steamship Company call here weekly.

Population, 1871, 4,202; 1880 (estimated), 5,500.

ST. ANDREW'S.—A prettily situated town at the mouth of the St. Croix River. It is the shire town of the county, is a port of entry, has a good harbor, and from the healthfulness of its situation and the beauty of its scenery, offers many attractions to the tourist and pleasure-seeker. The prospects of the town were at one time highly encouraging, the harbor being almost always covered with shipping, and a very large trade done; but of late years it has lost considerable by the withdrawal of the Reciprocity treaty and the energy of its rival St. Stephen. The continuation of the New Brunswick and Canada Railway, the first line built in the Province, and the head-offices of which are located here, to Rivière du Loup, would be of great benefit to this town, and make it one of the principal ports in the Maritime Provinces.

Population, 2,961.

WOODSTOCK.—An incorporated town in the parish of Woodstock, county of Carleton, pleasantly situated on the banks of the beautiful River St. John, in the centre of a fertile and thriving agricultural district. It is the shire town of the county, and the northern terminus of the Woodstock branch of the New Brunswick and Canada Railway.

It has now direct communication by two different lines of railway—one recently completed—with Fredericton and St. John. Considerable lumbering operations are yearly carried on in Woodstock, and an iron mine discovered a few years ago has been worked most successfully. Population, 1871, 3,963; 1880 (estimated), 5,000.

NEWCASTLE.—A prettily situated town on the left bank of the Miramichi River, thirty miles from the Gulf of St. Lawrence. It is the shire town of the county, and one of the most important places on the North shore. A large amount of ship-building, facilities for which are unsurpassed, is carried on here, and a very extensive trade done in lumber and fish. The Miramichi, which is navigable to this point for vessels of the largest class, and for miles further up for smaller craft, is noted for its rich fisheries. Large quantities of salmon, herring, bass, and mackerel are annually taken from its waters, and exported from here and Chatham. A good business is also done in oysters, and in preserved salmon and lobsters. Newcastle is one of the principal stations of the Intercolonial Railway; is a port of entry; is well lighted with gas; and during navigation the North Shore and Gulf Port steamers call here regularly.

Population, 1871, 3,584; 1880 (estimated), 4,500.

SACKVILLE.—A rising village in the parish of the same name, county of Westmoreland. It is pleasantly situated at the head of the Bay of Fundy, possesses a good harbor and excellent facilities for ship-building, a number of pretty buildings, eight churches, two hotels, a steam tannery, several mills, and a foundry turning out 3000 stoves per annum. The Mount Allison Wesleyan college and academies are situated here. These are under the control of a board of trustees and governors appointed by the Wesleyan Conference of eastern British America, but are conducted on entirely non-sectarian

principles. The male academy was founded by Mr. Charles F. Allison, of Sackville, who has also aided in the subsequently erected institutions by generous gifts and devises. Sackville will be the outlet of the proposed Baie Verte Canal.

Population, 1871, 3,766; 1880 (estimated), 5,200.

NOVA SCOTIA.

Nova Scotia (originally Acadia) lies between $43^{\circ} 25'$ and 47° N. latitude, and between $59^{\circ} 40'$ and $66^{\circ} 25'$ W. longitude. It consists of a long, narrow peninsula called Nova Scotia proper, and the Island of Cape Breton, which is separated from the mainland by the Strait of Canso. It is bounded N. by Northumberland Strait (which separates it from Prince Edward Island) and by the Gulf of St. Lawrence; N. E. S., and S. E. by the Atlantic Ocean; W. by the Bay of Fundy; and N. by New Brunswick, with which it is connected by an isthmus only eleven miles wide, separating the Bay of Fundy from Northumberland Strait. Greatest length from S. W. to N. E., 350 miles; greatest breadth, about 120 miles; area, 21,731 square miles; equal to 13,382,003 acres.

The country is beautifully variegated by ranges of lofty hills and broad valleys, both of which run longitudinally through the Province. Its Atlantic frontier, for five to ten miles inland, is composed chiefly of a poor soil, though rich in gold and other minerals. The Cobequid range of mountains, as they are called, run through the interior of the Province. The summits of a few of the conical mounts of this range ascend 1,100 feet, and are cultivable nearly to their tops. On each side of these mountains are two extensive ranges of rich arable lands, where agricultural operations are carried on extensively and with profit. The traveller through these will see thriving villages, well-stocked farms, and all the evidences of plenty, as well as some charming instances of refined taste and culture.

The streams, too, with which the Province is beautifully watered, abound with brook trout, which is found in every lake and stream, and in some instances salmon too, of excellent quality.

The whole sea-coast abounds with fish of various descriptions, as well within the Bay of Fundy as the Gulf of St. Lawrence and Gut of Canso; the principal fisheries being those for cod, haddock, hake, pollock, mackerel, and herrings, and are extensively prosecuted by the inhabitants as well for home use as for exportation.

The climate of Nova Scotia is both healthful and agreeable, as the robust looks, stalwart frames, and large families of its inhabitants abundantly testify. Its fitness for agriculture may be judged of by its staple products, which are precisely those of the British Isles, with the addition of Indian corn.

No country in the world produces better crops of potatoes, turnips, and mangel wurzel, and large quantities of the former as well as beef and other products are annually exported to the United States.

Apples, pears, plums, cherries, and other garden fruits attain the utmost perfection. In some sections of the country peaches and grapes ripen in the open air. The apple orchards of Annapolis and King's counties are very productive, and extend along the roadsides in an unbroken line for fifty miles.

The climate varies considerably in the different counties. The western counties average from six to eight degrees warmer than the eastern. In Annapolis county, for instance, the mercury in the coldest winters rarely falls below zero. The coldest season is from the last week in December until the first week in March. The springs are tedious, the summer heats being for a brief season excessive; vegetation is singularly rapid, and the autumn is delightful.

Fogs are frequent in summer on the shores of the Bay of Fundy, but extend a short distance only into the interior, and where the air in summer is much warmer than on the coast.

Fever and ague, those curses of some of the South-western States, are unknown, and there is no peculiar disease, epidemic or otherwise, that can claim Nova Scotia as its home.

The south-eastern coast of Nova Scotia is remarkable for the number of its capacious harbors, there being no fewer than twelve ports capable of receiving ships of the line, and fourteen of sufficient depth for merchantmen between Halifax and Cape Canso, a distance of not more than 110 miles. There are also some excellent harbors on the south-west coast and on the north side of the Province. The island of Cape Breton is second only to Nova Scotia proper in the number and capacity of its harbors. The Big Bras d'Or is one grand harbor, while around the coast and in the Strait of Canso there are many fine harbors.

Nova Scotia is beautifully diversified with rivers and lakes, covering an area estimated at 3,000 square miles.

The lakes of Cape Breton are much larger and more important. The principal of these, however, are inland seas, rather than lakes. The Great Bras d'Or Lake is a magnificent expanse of water, of great depth, about fifty miles in length, and abounding with the best quality of fish. Of the rivers of Nova Scotia, fifteen flow into Northumberland Strait, four into St. George's Bay, seventeen into the Atlantic, and twenty-four into the Bay of Fundy. The most important are the Shubenacadie, the Avon, and the Annapolis, flowing into the Bay of Fundy; the St. Mary's, Musquodoboit, La Have, and Liverpool, flowing into the Atlantic. All the rivers are, with few exceptions, navigable for coasting vessels for distances varying from two to twenty miles.

The Province of Nova Scotia is rich in geological resources, all the rocks from the crystalline granites up to the new sandstone series being here met with. In the isthmus connecting the peninsula with New Brunswick, the underlying rocks consist of grey, red, and buff-colored sandstones of the coal-measures, containing innumerable seams of good bituminous coal, many of which are of sufficient magnitude to be profitably worked. Lofty cliffs abutting on the sea-coast at the South Joggins, present the most beautiful sectional profiles of the coal-bearing strata, with curious fossils, both of vegetable and animal origin. Coal is elsewhere found, more abundantly in Pictou County and on the island of Cape Breton. New and valuable mines have also been recently opened at Spring Hill, and a railway built to connect the mines with the Intercolonial Railway, and with Parrsboro.

The gold yield of Nova Scotia, from the first working of the mines in 1860 to the close of 1872 was about £948,000 stg., and has steadily increased since that time.

The manufactures of Nova Scotia are yet but very limited; although with her immense advantages of coal and position, she must in time become the leading manufacturing Province of North America.

Coarse flannels, bed-linen, blankets, carpets and tweeds are manufactured. Tanning is carried on to some extent; and in the towns and villages, boots, shoes, saddlery, harness, household furniture, and agricultural implements are made in large quantities. In the neighborhood of Halifax, tobacco, printing and wrapping paper, machinery, nails, pails, fuse, gunpowder, carriages, and some other articles are manufactured.

The geographical position of Nova Scotia is highly favorable to commercial pursuits, and as the natural resources become more fully developed there is no doubt her commerce will very largely increase. The imports within the last decade have on some occasions exceeded, and in others very nearly approached \$12,000,000; the exports averaging, during the same period, two-thirds of that sum. The largest portion of the exports were drawn from the fishing and mining interests. If we except Newfoundland, Nova Scotia may be said to possess the finest fisheries in the world. There is no port of its coast of 1000 miles, where a profitable fishery may not be pursued. Its bays and harbors, and inland

lakes and rivers, teem with salmon, cod, halibut, haddock, mackerel, herring, shad, lobsters, etc. The value of fish caught last year amounted to \$5,000,000; number of men employed in the fisheries, over 18,000.

Ship-building is very extensively engaged in in Nova Scotia. On the 1st of January, 1879, there were registered in the ports of Nova Scotia 3,000 vessels, with a tonnage of very nearly half a million of tons, being over two-fifths in number and tonnage of the total registry of the Dominion, and placing Nova Scotia at the head of all the Provinces in this respect.

There are 318 miles of railway in operation in the Province. The Intercolonial proceeds from Halifax to Amherst, 138 miles, and thence to St. John, N.B., and from Truro to Pictou, 52 miles, and Springhill branch, 4 miles. The Windsor and Annapolis proceeds from Windsor Junction to Annapolis, 116 miles. The extension of the latter road to Yarmouth is projected. Another line, to run from New Glasgow to Louisburg, is building. The Parrsboro road is also being constructed. Louisburg is one of the finest harbors in the island of Cape Breton. It is open all the year round, and admirably adapted as a winter port.

The public affairs of the Province are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of twenty-one members, appointed for life, and a Legislative Assembly of thirty-eight members, elected every four years. The laws are dispensed by a Supreme Court, composed of a chief and nine assistant justices, a Court of Error, of Vice-Admiralty, and of Marriage and Divorce. In each county there is a Court of Probate, which has control of the property of deceased persons.

Education is free to the children of all classes in Nova Scotia. There are numerous public schools and academies, besides a normal and model school, several convents and six colleges—namely: Dalhousie College and University, St. Mary's College (R. C.), and the Presbyterian College, Halifax; Acadia College (Baptist), Wolfville; St. Francis College (R. C.), Antigonish; and King's College and University, Windsor. The latter, belonging to the Church of England, was founded in 1787.

There are two Roman Catholic dioceses in the Province—the Archdiocese of Halifax and the Diocese of Arichat; and one Church of England—Nova Scotia and Prince Edward Island.

Nova Scotia contains all the elements of wealth and future greatness, and is the nearest Province of the Dominion to the motherland; in other respects she also comes nearer than any of the other Provinces: in soil, in climate, and mineral productions; in her situation, nearly surrounded by water; in her laws and institutions; and in the character, energy, and impulses of the people. She is also one of the oldest of the colonies; her population is dense. As such she offers excellent opportunities to immigrants of a class that have a limited capital to employ in agriculture, and who would prefer farming lands of their own in preference to those of other people, and paying as much in rent in a single year as would buy the fee simple of an estate there. For this class of people Nova Scotia offers better opportunities than any of the western countries.

The chief cities and towns are Halifax, Yarmouth, Sydney, C. B.; Pictou, Windsor, New Glasgow, Truro.

HALIFAX.

Halifax, the chief commercial city and political capital of Nova Scotia, was founded in the year 1749, by the Lords of Trade, and was named in compliment to George Montague, Earl of Halifax, then at the head of the Board. The scheme for the establishment of the town is said to have originated with the people of Massachusetts, who used as an argument for the formation of the settlement, the growing encroachments of the French upon the territory of Acadia. A plan submitted to the government in 1748 being warmly supported by Lord Halifax, received the royal assent, and the sum of £40,000 sterling being voted by Parliament in furtherance of the under-

taking a fleet of thirteen transports accompanied by the sloop-of-war *Sphinx* set sail for Chebucto in the early part of May, 1749, arriving on the 14th day of July following. The colony consisted of 2,376 souls under the control of Colonel the Honorable Edward Cornwallis, M.P., with the title of Captain-General and Governor of Nova Scotia.

On the day of arrival, but previous to debarkation, civil government was organized on board the *Beaufort* by the election of and swearing in of the following Councillors: Col. Paul Mascarene, Capt. Edward Howe, Capt. John Gordon, Benj. Greene, John Salisbury, and Hugh Davidson; and the balance of the day was spent in festivities and rejoicing. The table around which this Council sat is still preserved in the City Council Chamber. The city was laid out as at present by Messrs. Bruce and Morris, Government Engineers, the same year.

Palisades and blockhouses were at once built, and the French and Indian residents of the locality came in and tendered their allegiance to the Governor. Dartmouth, the chief suburb, was settled next year (1750) by 350 immigrants per ship *Aldaby*; and during the fall and winter of 1751-2, 1,958 German immigrants arrived in the colony, 1,500 of whom, however, embarked in June, 1763, to Mahone Bay, where they afterwards built the Town of Lunenburg.

The great importance attributed to Halifax by the home authorities may be judged from the fact that during the first seven years of its existence the Government had expended over £560,000 stg. in its settlement. Its importance as a military and naval station were early recognized, and the fleet and troops sent out under Howe and Linden for the capture of Louisburg, made this place their rendezvous: while it was again the resort of the army and navy under Wolfe in 1759; and in 1763 quite a large force was again assembled here, ever since which time it has been a military and naval station of lesser or greater importance, but generally the chief, and at present the only one of the Imperial Government, in that portion of British North America now included in the Dominion.

It is protected by a large number of very strong fortifications, and has a noble harbor, which has been pronounced by the very highest authorities as "one of the best in the world." It is easy of access for ships of every class, is capacious enough to afford anchorage for all the navies of Europe, and is so situated as to afford protection from every wind. It runs over fifteen miles inland, and after passing the city, and narrowing considerably about three quarters of a mile above the city, suddenly expands into Bedford Basin, a beautiful sheet of water covering an area of nine square miles, completely shut in from the sea and affording good anchorage throughout, with from four to thirty fathoms of water.

At the north end of the city is a large dockyard for the accommodation of British ships of war. It covers fourteen acres, and is one of the finest dockyards in the British Colonies.

Though Halifax proper is not a manufacturing city, Dartmouth, its chief suburb, contains over half a dozen large iron foundries and machine shops, in some of which steam engines and the heaviest description of machinery are constructed. Richmond, another suburb, contains railway machine shops, several tobacco factories, piano factories, cabinet factories, fuse and powder mills, and several large nail factories, while both places contain a large number of establishments representing varied industries, including the manufacture of agricultural implements, cordage, boots and shoes, cotton and woollen goods, all descriptions of wooden ware, soap and candles, leather, paper, sugar refineries, breweries and distilleries.

The religious and educational institutions are in every way worthy of the place. There are twenty-six churches (including Episcopal and Roman Catholic cathedrals), one university, one non-sectarian and three theological (Presbyterian, Methodist and Roman Catholic) colleges, two commercial colleges, one convent, a grammar school, a large number of public schools, some of which are

elegantly built structures, seven asylums and hospitals, and a number of national and benevolent societies. There are seven chartered banks, three savings banks, a number of private bankers, several building societies and insurance associations, fifteen newspapers and periodicals, three public halls, over twenty hotels, and a vast number of mercantile establishments, many of which compare favorably with anything in their line on the American continent.

Halifax is the nearest Canadian city to Europe and the markets of the Old World; is the "winter port" of the Dominion; is the eastern terminus of the Intercolonial, and of a railway system having connections with all chief points in Canada and the United States; and has extensive steam communication by sea with all leading ports of Canada, Newfoundland, the United States, the West Indies, Central and South America, Great Britain and Continental Europe. The population of the city proper in 1871 was 29,582; at the present time, with its suburbs, it exceeds 40,000.

WINDSOR.—A large and flourishing town situated on the river Avon, at the head of Minas basin. Ship-building is extensively carried on. Immense quantities of gypsum or plaster of Paris, existing in beds and in veins, are quarried in the vicinity. It is chiefly used in the United States for Agricultural purposes. Windsor possesses one of the best educational institutions in the Province, King's College, founded in 1787, and chartered by His Majesty George III., in 1802. It is the western terminus of the Nova Scotia Railway, and the north-eastern terminus of the Windsor and Annapolis Railway. Trains run daily in connection with the steamers from Annapolis to St. John, New Brunswick. Population, 2,715.

YARMOUTH.—A wealthy and flourishing town on the Atlantic and south-western coast. It is the second town in importance in Nova Scotia, not exactly in population, but in the wealth and enterprise of its inhabitants. A large ship-building and fishing trade is carried on, and it is the second port in the whole Dominion in its registered tonnage, ranking between St John and Halifax, with 422 vessels, of 124,741 tons, showing an *average* tonnage per vessel more than twice as great as Halifax, owing to the greater number of ships and large sea-going vessels.

It is increasing in ship-building importance yearly, and its general commercial importance will be largely increased on the completion of the railway to Annapolis, giving it direct land communication with Halifax, St. John, Montreal, and the United States. The town possesses several handsome buildings, churches, educational institutions, three banks, etc. Population, 5,335.

PICTOU.—A wealthy and flourishing town, the third in importance in the Province, on the north side of Pictou harbor. It stands upon a steep hill-side, making a good appearance from the water, and is surrounded by fine scenery. The principal trade is in coal, the produce of the Albion mines being conveyed and largely exported from here. The harbor is safe and commodious. Ship-building is carried on. There are several steam saw and grist mills, two steam carding mills, two tobacco factories, an iron foundry, and several tanneries. Logan's tannery, distant three miles, is one of the largest in the Dominion. Splendid freestone quarries are worked near the town. Pictou has many fine public buildings, churches, schools, court-houses, a county academy, masonic and other halls. Prince Edward Island Steam Navigation Co.'s mail steamers ply between here and Charlottetown. Gulf steamers run weekly from Pictou to Quebec, calling at intermediate ports. A steamship line runs direct hence to Montreal fortnightly. A steam ferry plies constantly between Pictou and Fisher's Grant, the terminus of the Nova Scotia Railway. Population, 3,462.

SYDNEY, C. B.—A flourishing and important town, pleasantly situated on the south-west arm of the harbor. This was the seat of government when Cape Breton was a separate colony. The principal trade is in coal. The important mines at Cow Bay, Bridgeport, Lingan, Glace Bay, and Port Caledonia are within a few hours' drive by

stage. A railway, twelve miles long, to the International Co.'s mines at Bridgeport, has been put in operation at a cost of \$800,000. The terminus is on the eastern side of the harbor, within two and three-quarter miles by land from the town. It is proposed by an English company to construct another line to connect with the other mining localities on the coast. Cattle and butter are largely exported to Halifax, Newfoundland, Miquelon, and St. Pierre. There are six churches here of different denominations, besides several fine buildings. The court-house is considered one of the best in the Province. Pop. 2,900.

TRURO.—A wealthy and flourishing town, two miles above the head of Cobequid Bay, on a handsome and picturesque site. Its first inhabitants were Acadians; after them it was settled by Irish and Scotch. The country contains rich iron mines. A large market is held here regularly. The chief pursuit of the inhabitants is farming. Fishing and ship-building are also carried on. The provincial normal school is located here. An extensive boot and shoe factory employs a large number of men. The Intercolonial Railway forms a junction here with the Nova Scotia Railway. Population, 3,999.

NEW GLASGOW.—A flourishing and picturesque town on the East River, township of Egerton, county of Pictou. It contains two foundries, several tanneries, a pottery, and steam bakery. The Albion, Acadia, International and Nova Scotia coal mines are in the immediate vicinity. Ship-building is carried on. Several of the largest ships hailing from Nova Scotia were constructed here. It is a station of the Nova Scotia Railway. Population, 2,499.

There are a number of other flourishing towns throughout the Province, the chief of which are Amherst, with a population of 3,606; Antigonish, 3,319; Dartmouth, 4,358; Liverpool, 3,104; Lunenburg, 3,129; Shelburne, 2,789; and St. Andrews, 2,297. All the above figures (Nova Scotia) are taken from the census reports of 1871. In a number of instances the population has very materially increased since then; while in others it has remained stationary or nearly so, though on the whole the improvement has been of a satisfactory nature:

PRINCE EDWARD ISLAND.

PRINCE EDWARD ISLAND is situated in the Gulf of St. Lawrence, between 46° and 47° 7' N. latitude, and 62° and 64° 27' W. longitude. It is washed by the Gulf on the north, and separated by Northumberland Strait from New Brunswick on the east, and Nova Scotia on the south. Greatest length, 130 miles; breadth, thirty-four miles—in its narrowest part, near the centre, it is only four miles wide. Area, 2,134 miles, or 1,365,760 acres. The coast-line presents a remarkable succession of large bays and projecting headlands. The largest bays are those of Richmond on the north-west, Egmont on the south-west, Hillsborough on the south, and Cardigan on the east. These bays, by penetrating into the land from opposite directions, form narrow isthmuses which make a natural division of the island into three distinct peninsulas. This natural division has been adopted as the basis of a nearly corresponding civil division into Prince's County in the west, Queen's County in the centre, and King's County in the east.

The surface of Prince Edward Island undulates gently, nowhere rising so high as to become mountainous, or sinking so low as to form a monotonous flat. At one time the whole island was covered with a dense forest of beech, birch, maple, poplar, spruce, fir, hemlock, larch, and cedar; and though destructive fires, lumbering, and cultivation have made large gaps in it, a considerable part of the original forest still remains. The whole island is eminently agricultural and pastoral. The soil consists generally of a light reddish loam, sometimes approaching to a strong clay, but more frequently of a light and sandy texture. The prevailing rock is a reddish sandstone, but a large part of the surface is alluvial

and entirely free from stone. No minerals of the least consequence have yet been discovered, and even limestone and gypsum appear to be wanting. The climate is much milder than that of the adjoining continent, and the air, generally free from the fogs which spread along the shores of Nova Scotia, is remarkably salubrious.

The scenery is charming, small game, wild fowl, and fish abundant, and the island should become popular as a Canadian summer resort.

The principal crops are wheat, barley, and oats; all of these abundant and of excellent quality; peas and beans are equally good, and potatoes and turnips are nowhere surpassed. The land not cultivable consists of soft, spongy turf, or deep layer of wet, black mould, which may prove valuable for fuel. The fisheries are very valuable, especially on the north coast, which is much frequented by mackerel and cod. The manufactures are chiefly for domestic use. Ship-building is prosecuted with considerable enterprise, and is yearly increasing in magnitude and importance.

More than in name Prince Edward Island is a "Maritime Province," there having been over 25,000 tons of new shipping built in single years in her ports, since her admission to the Confederation.

As may be imagined, the fisheries interests command a very large share of attention, not only from the inhabitants but from the outside world.

The imports consist almost entirely of manufactured articles of various kinds, and the exports of fish, grain and potatoes. The former last year came within a trifle of \$2,000,000. The exports generally exceed the imports by several hundred thousand dollars, and it may be remarked that this is the only Province in the Dominion to which this statement applies.

The products of the fisheries fluctuate very much, varying all the way from one-quarter of a million to nearly a million dollars yearly.

The following table shows the counties, with the capital of each:

Counties.	Capital.
Queen's	Charlottetown
King's	Georgetown.
Prince	Summerside.

These counties are divided into sixty-seven townships and three royalties. The inhabitants consist of descendants of Scottish, Irish, Acadian, French, English, and other settlers.

The free school system was introduced in 1853. There are about 400 district schools, 17 grammar schools, various private schools, a normal and model school, and 3 colleges—Prince of Wales (Protestant), St. Dunstan's (Roman Catholic), and the Wesleyan College. It is the law of the island that the Bible be read in the public schools.

The Lord Bishop of Nova Scotia exercises episcopal authority over the island. The Roman Catholics have one diocese, Charlottetown.

Prince Edward Island has telegraphic communication with the continent of America and Europe by means of a submarine cable, eleven miles in length, connecting the island with New Brunswick.

In 1872 the building of a railway to connect Charlottetown with the principal places on the island was commenced. This railway was opened in 1874, and is 201 miles in length, viz.: Trunk line, from Cascumpeque to Georgetown, 143 miles; western extension, from Cascumpeque to Tignish, 18 miles; eastern branch, from Mount Stewart to Souris, 40 miles.

The Prince Edward Island Railway now extends nearly the whole length of the island, from Tignish on the north, to Georgetown and Souris on the east, connecting also with Summerside (Bedecque Harbor) and Charlottetown on the south. Summerside is about three and a-half hours' run by steamer from Point du Chene, the northern terminus of the New Brunswick railways. Charlottetown is about sixty miles or five hours' run by steamer from Pictou, the northern terminus of the Nova Scotia railways. Tignish and Cascumpeque are depots of the Gulf fisheries.

Georgetown and Souris harbors are open in the fall generally for two or three weeks after the other ports are closed by ice. The construction of the railway now enables shippers in all parts of the island to take advantage of this important addition to the open season.

During the season of navigation there is tri-weekly communication with Pictou, N. S., and Shediac, N. B., in addition to which there are steamers connecting with Quebec and the Gulf ports to the north, and Halifax and Boston to the south. The Baie Verte Canal, now projected, will greatly facilitate communication with the Bay of Fundy and the New England ports. Navigation generally closes about the middle of December, and is resumed about the end of April or beginning of May. During this time mails and passengers are conveyed across the Strait in ice-boats, which ply between Cape Traverse in Prince Edward Island and Cape Tormentine in New Brunswick. The passage is not at all times safe, and it is believed that powerful steamers might keep the navigation open nearly all, if not all, the year round—an undertaking which the Dominion Government have, by the terms of union, bound themselves to inaugurate.

The public affairs of Prince Edward Island are administered by a Lieutenant-Governor, an Executive Council of nine members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty representatives. Justice is administered according to the laws of England.

The total population of the island in 1871 was 94,021, an increase of 13,160 since 1861, and of 89,921 since it became a British possession (1758); and it is now estimated at upwards of 105,000.

CHARLOTTETOWN, the capital of Prince Edward Island, is prettily situated on gently rising ground, looking toward the south, parish of Charlotte, county of Queen's. It is on the north side of the East River, near its junction with the North and West Rivers. The town is lighted by gas, and is well laid out; the streets cross each other at right angles, and several of them are 100 feet wide. The harbor is safe and commodious. The colonial building is the most handsome edifice in the place. It is built of Nova Scotia freestone, and cost over \$85,000. The other principal buildings are the new post-office, courthouse, market, athenæum, public hall, exchange, drill-shed; Prince of Wales, St. Dunstan's and Methodist colleges; normal school, convent, lunatic asylum, gaol, government house.

There are also four banks, a savings bank, a woollen factory, iron foundry, ship-building yards, etc.

The merchants are enterprising and wealthy, and a very large export trade is done here with Great Britain and the United States.

An immense impetus would be given to the trade of Charlottetown by the renewal of the Reciprocity Treaty with the United States. Population, over 12,000.

SUMMERSIDE, the second town of importance on the island, is situated on Bedecque Bay, and on the Prince Edward Island Railway, forty miles north-west of Charlottetown, forty-five miles north-east of Shediac. It has an excellent harbor with good anchorage for the largest vessels, and contains churches of seven denominations, three banks, a public hall, market, convent, schools, and several mills and factories.

Ship-building is carried on to a large extent, and eggs, potatoes, oysters, sheep, horses, and oats are extensively exported. Summerside has daily communication, in summer, by steamer with Nova Scotia and New Brunswick. In Bedecque Bay, opposite the town, is a beautiful island of about 200 acres, on which has been erected a fine hotel capable of accommodating 600 guests, and which is a favorite summer resort. A steam ferry runs between the island and the town. The Prince Edward Island Railway has a first-class station, engine-house, and car-sheds in the town. Population, nearly 5,000.

Georgetown and Alberton are also rapidly rising towns, with a population of about 1,500 and 1,000 respectively.

MANITOBA.

The whole of the vast territory hitherto held by the Hudson Bay Company, under Royal Charter issued in the twenty-second year of the reign of Charles II., and transferred to the Imperial Government on the 1st day of December, 1869 (the company receiving an indemnity from the Canadian Government of £300,000 sterling), was by order of H. M. the Queen in Council, dated 23rd day of June, 1870, admitted into the union or Dominion of Canada.

The portion of the territory hitherto known as the Selkirk or Red River Settlement has been erected into a Province, to be called the Province of Manitoba.

It is bounded on the south by the United States, and on the north, east, and west by the North-West Territories of the Dominion. It extends from 49° to 50° 30' north latitude, and from 96° to 99° west longitude, and comprises an area of 14,340 square miles, or 9,177,600 acres.

The name *Manitoba*, taken from a large lake, a part of which lies in the Province, is a contraction made by the old French Canadian *voyageurs*, of the Cree word *Manitowaban*. *Manitou* signifies *supernatural, divine, spirit*; and *waban* means a *strait*. As the waters of a strait in that lake are agitated in an unusual way, the Indians believed formerly there was therein something supernatural, a spirit that moved them, and they called the lake *Manitowaban*.

The agricultural capabilities of its soil cannot be exceeded for many things. The most part of the Province is prairie land, diversified by groups of elm, ash, oak, poplar, basswood, and ash-leaf maple. It is a rich, black mould, resting partly on a limestone formation and partly on a thick coat of hard clay. Manure, not indispensable at first, is as useful here as elsewhere. It has not been used much so far, on account of the large amount of land possessed by each of the inhabitants, which circumstance enables them to sow the same grain several years running. Wheat ripens in 110 days, and gives an average return of twenty-five to thirty bushels to the acre. All kinds of garden vegetables, as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root-crops are easily raised. The grassy savannas of Red River afford unlimited pasturage ranges, as long as unploughed. The authority of the scientific gentlemen connected with the Pacific Railway surveys exists for the statement that a large part of this Province is excelled by no portion of America as a cereal-producing country, and for the generally exceeding beauty of the newly-surveyed districts.

Though the winter is cold, it is mitigated by a clear, dry atmosphere. A population more healthy than the Manitobans cannot be met anywhere.

The Province is provided with a liberal homestead law, which exempts (with stock, implements, &c.) 160 acres of land. Every male adult is entitled to 160 of "homestead" land free (except such as are included in the various reserves); and a further 160 acres of "pre-emption" land at prices ranging from \$1.00 to \$2.50 per acre, according to the "belt" in which it is situated, these "belts" running parallel to the Pacific Railway, and prices varying according to their respective distances therefrom. Two sections in each township, or one-eighteenth part of the whole, is reserved for school purposes.

The great problem of a future fuel supply which stared the country in the face as soon as the timber limits along the river "bottoms" should become exhausted, has been satisfactorily solved by the recent discoveries of coal on both the Saskatchewan and Assiniboine. Indications give promise of an inexhaustible supply, and actual experiment has demonstrated its superior quality.

The chief rivers of the Province are the Red River and Assiniboine. The former takes its rise in Otter Tail and Traverse Lakes, Minnesota, running northward a distance of over 700 miles and emptying into Lake Winnipeg 105 miles from the U.S. boundary; but on account of the crookedness of the stream, its length in Canadian territory exceeds 200 miles. The Assiniboine takes its

rise some 400 miles west-by-north of Winnipeg (where it forms a confluence with the Red River), but on account of its winding course it is over 600 miles in length. It flows for the first 400 miles of its course in a generally south-east-by-eastern direction, receiving in that distance five important tributaries from the north side, each from 50 to 150 miles in length. At the "elbow," 220 miles (by river) from its mouth, it receives its chief tributary, the Qu'Appelle, from the right bank, and flows thence almost due east till it mingles its waters with those of the Red River at Fort Garry.

Manitoba is very rapidly assuming the status of one of the most important Provinces in the Dominion. Every part of the Province possesses a volume of interest: but the chief of all centres in Fort Garry, now the city of Winnipeg, and the commercial, as well as the political capital. This was one of the earliest points of settlement of the Lord Selkirk colony in the very first years of the present century. On account of its favorable geographical position it was early made the chief post of the Hudson Bay Company in the North-West, and such it still remains. The whole trade of the place was almost exclusively confined to the Hudson Bay Company's business until a few years previous to the transfer of the Company's territory to the Dominion in 1870; and even at that date it was a place of no importance, having but a single street, with no buildings of any size or value, and a general trade which amounted to little or nothing. Within a single decade it has become a handsome, well-built city of about 15,000 inhabitants, with wide streets, lined with brick and stone buildings which would do no discredit to any city of the Continent. In regard to its commercial attributes, Winnipeg is on all hands admitted as the briskest city in the Dominion, more business being transacted there, in proportion to its population, than in any other.

The chief historical incidents in connection with Winnipeg, since its original settlement, were the "Red River Rebellion" in 1870, the principal features of which (including the Presidency of Riel, the imprisonment of Canadians, the execution of Scott, the capture of Fort Garry by the military expedition under the then Col. Woolsley, and the flight of the insurgent chiefs) are still fresh in the minds of all Canadians; the incorporation of the place as a city, in 1873; the building of the Pembina branch of the Canada Pacific Railway; and the final decision of the Dominion Government to build the main line of the Pacific through and directly westward from the city, crossing the Red River by a magnificent iron bridge.

The city has several very fine hotels, one of which cost over \$100,000 to build. The Christian denominations all have churches, some of them very imposing structures. There are three theological colleges, "Manitoba" (Presbyterian), "St. Boniface" (Roman Catholic), and "St. Johns" (Episcopalian). There is an excellent Fire Department, with several steam fire-engines; national, benevolent, and society organizations of every description, including several Masonic and Oddfellows Lodges; three daily and several weekly newspapers; and a number of literary and scientific societies. It is the great commercial metropolis of the Canadian North-West, and its warehouses are filled with the products of every clime; while among its merchants are some of the most successful traders of this generation.

Besides the "Government House" and public offices of the Province, Winnipeg contains a number of edifices owned by the Dominion Government; including the Post-Office and Government Savings Bank, the Pacific Railway Offices; the Custom House, and the Dominion Land Office. The City Hall and Central School are very fine buildings, while the prospective public improvements include a North-Western University, Gas Works, and a water supply on the most approved modern principles.

Although Winnipeg is by far the most important and populous city in the whole North-West, yet Manitoba

contains a large number of prosperous and rapidly-growing towns in almost every portion, especially those bordering the Assiniboine and Red Rivers. Among the chief of these are:

BAIE ST. PAUL, on the Assiniboine, 30 miles above Winnipeg, containing churches, schools, several stores, &c., &c., and a population of 1,200.

BLUMENORT, a Mennonite village in section 35, Township 7, Range 6 East, contains steam grist and saw mills, church, school and custom house.

EMERSON, a newly incorporated city on the east bank of the Red River, just north of the U. S. boundary, is the southern terminus of the Pembina Branch. It already contains a population exceeding 2,000, and is growing very fast. It is a port of entry, and contains Custom House and Dominion Lands Office. All the attributes of the most prosperous eastern railway towns are to be found here, including the very best ecclesiastical and educational institutions, mail, telegraph and express facilities, and a daily and several weekly newspapers.

GLADSTONE, in Township 14, Range 11 West, on White Mud River, contains grist and saw mills, hotels, stores, churches, schools, &c., and a population of about 600.

HEADINGLEY, one of the most flourishing settlements on the Assiniboine, 13 miles above Winnipeg, contains several churches, school, mills, hotels, stores, &c., &c. Population, 1,200.

KILDONAN, the oldest of Lord Selkirk's settlements (named from the native parish of its first settlers), a flourishing town on the right bank of the Red River, five miles below Winnipeg, with a population of 700 or over, and very many of the attributes of our older eastern towns, including religious and educational institutions, literary, scientific, national and other societies, as found in the best towns of Ontario.

MORRIS, a town on the Red River, 24 miles north of the U. S. boundary: although only laid out in 1877, this town's present population already approaches 1,000, with five or six churches, schools, mills, factories, warehouses, hotels, etc., etc.

POPLAR POINT, on the Assiniboine, at the junction of the Portage and Lake Manitoba roads, 45 miles west of Winnipeg, is a flourishing town with 500 of a population, and all the attributes of prosperous villages generally of similar size.

PORTAGE LA PRAIRIE, the county seat of Marquette West, is the most important point in western Manitoba. It has a population of nearly 1,500 and has daily stage connection with Winnipeg, 60 miles eastward. It has five or six churches, schools, mills, hotels, etc., etc., and every characteristic of the prosperous place which it is.

RAPID CITY, on the Little Saskatchewan, though only settled the present season, promises to be a very flourishing town, and ere long a railroad centre of considerable importance, being the contemplated junction of several proposed railway lines to the west, north-west and south-west.

SELKIRK, named from the nobleman who formed the Red River Colony, is 24 miles down the river from Winnipeg, which place it seriously threatened to supplant as the chief commercial metropolis, until the final decision of the general government gave the latter city the main line of the Pacific Railway. Selkirk is the terminus of what is now a branch of the Pacific, being originally designed as the main line and built thus far. It contains a population of several thousand, has newspapers, schools, churches, mills, factories, etc., etc., in profusion, and two daily boats to and from Winnipeg during the season of navigation.

STONEWALL, 26 miles west of Selkirk, and 6 miles north of the Provincial Penitentiary, though only settled in 1877, is already a thriving and promising town, containing flour and grist mills, several churches, schools, stores and factories.

ST. ANDREWS, in the parish of the same name, is on

the Red River, 16 miles below Winnipeg. It is one of the earliest Scotch settlements, and is the county seat of Lisgar County. It has a population of nearly 2,000, and is well supplied with all the facilities of modern civilization, including churches, schools, mills, shops, factories, stores and hotels.

ST. BONIFACE, at the confluence of the Red and Assiniboine, opposite Winnipeg, is one of the most important points in the Province, now containing a population approaching 2,000, which is being constantly and rapidly augmented. It was for a time the terminus of the Pembina branch of the Canada Pacific. There is a Roman Catholic cathedral at this place, which is the Metropolitan See of the North-West. It has a college, ladies' academy, large hospital and an orphan asylum, some very handsome buildings—public and private, a number of mills, several good hotels, and a French newspaper, *Le Metis*. It will undoubtedly soon become a part of Winnipeg, to which city it already virtually belongs.

There are several quite populous parishes along the Assiniboine and Red Rivers, in each of which there are towns of more or less importance, generally of the same name, including, St. Clements, 22 miles distant from Winnipeg; St. Charles, 9 miles; St. Francois Xavier, 25 miles; St. James, 3 miles; St. Johns, just north of the city; St. Norbert, at the mouth of the La Salle, on the Red River, and St. Paul's, north of Kildonan. St. Norbert Village is the county seat of Provencher, and is a very prosperous and rapidly growing town.

WEST LYNNE (Pembina), on the west side of Red River, adjacent to the United States boundary, was at one time a place of much greater importance than at present, being the outport of customs for the entire North-West, but since the completion of the railway to Emerson it has temporarily declined. The river, however, is being bridged, and the recent erection of important buildings, warehouses, &c., by the Hudson Bay Company and others, promise it a new lease of life.

There are many other places of great promise which are filling up as fast as a continuous living stream from the East can fill them, and which before another year will eclipse the present status of many of those already described, therefore we can scarcely form an estimate of what the next decade will do for a Province already embracing so many flourishing and rapidly growing settlements, and which but ten years ago (1870, when the transfer was effected from the Hudson Bay Company to Canada) contained the insignificant population of 11,953, and this, too, including the whole North-West, whose present population aside from that of Manitoba, is now variously estimated at from 50,000 to 100,000.

NORTH-WEST TERRITORIES

This large possession of the Dominion of Canada includes all that portion of British North America outside the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba, British Columbia and Prince Edward Island, and the island of Newfoundland. It is bounded on the north by the Arctic Ocean, on the east by the Atlantic, on the west by the Pacific, and on the south by parts of the Dominion of Canada and the United States. Area estimated at 2,750,000 square miles.

This immense district was, until 1870, known as the Hudson Bay Territory, so named after Henry Hudson, who discovered the bay in 1610, and perished on its shores. It was governed by the Hudson Bay Company, by whom it was divided into four large departments or regions, subdivided into thirty-three districts, including 155 posts. The government was administered by a Chief Governor and Council, and the various departments by Chief Factors and Chief Traders. The Northern department, which included all the establishments in the far

north and frozen region, comprised the valley of the Mackenzie River, and the country between that sterile region and the Rocky Mountains, north of Lake Athabasca. The Southern department extended on both sides of James' Bay, and along the south shores of Hudson's Bay, as far north as Cape Churchill, and inland to the ridge which forms the northern boundary of Quebec and Ontario, and to Lakes Winnipeg, Deer, and Wollaston. The Montreal department included the country in the neighborhood of Montreal, up the Ottawa River, and along the north shore of the St. Lawrence to Esquimaux Bay; and the Columbia department comprehended all that immense extent of country to the west of the Rocky Mountains, now the Province of British Columbia.

The North-West Territories now have a separate Lieutenant-Governor, the capital being at Battleford, and the government of the Territories is of a quasi-military character, chiefly under the jurisdiction—subject to the approval of the Lieutenant-Governor—of the North-West Mounted Police. During the incumbency of the Mackenzie Administration, a portion of what is generally known as the "North-West" (between Ontario and Manitoba) was set off as the new Province of Keewatin; but the arbitration then pending between the Ontario and Dominion Governments subsequently resulted in the greater part of the territory in question being awarded to Ontario, a decision which of course put an end to the scheme of a new Province.

The North-West Territories are watered by numerous lakes and rivers. The principal rivers are the Churchill, Nelson, Severn, Albany, Abbitibi, East Main and Great Whale rivers, flowing into Hudson's Bay; the Mackenzie, Coppermine and Great Fish rivers, flowing into the Arctic Ocean; the Saskatchewan, Assiniboine, and Red rivers, falling into Lake Winnipeg; and the Caniapusaw (or Koksoak) and Natwakame rivers, falling into Hudson's Straits. The Mackenzie is one of the greatest rivers in the world. It is 2,500 miles long, and flows through a fertile and finely wooded country, skirted by metalliferous hills, and with coal-measures cropping out near the surface throughout three-fourths of the area drained by it. According to the best computation, it drains an area of 443,000 square miles. The Coppermine River is very rich in copper ore and galena. The Saskatchewan, 1,300 miles long, and its tributaries, drain an area of 363,000 square miles. The principal lakes are the Great Bear, Great Slave, Athabasca, Winnipeg, Manitoba, Lake of the Woods, Winnepigoos, Clear Water, Nelson, Deer, Wollaston, North Lined, Mistassini, and Abbitibi. Great Bear Lake is 250 miles long and about as wide. Great Slave Lake is 300 miles long and 50 wide. Lake Athabasca is 200 miles long and 20 to 40 wide. Lake Winnipeg is 280 miles long and 5 to 57 miles wide. Lake of the Woods 75 miles long by 60 miles wide, and Lake Mistassini about the size of Lake Ontario.

The numerous and recent surveys for the Pacific Railway have confirmed all that has ever been written of the vast extent of the agricultural capabilities of the North-west Territories, or at least 600,000 to 700,000 square miles of them. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles, in one continuous strip 800 miles long, and, on an average, eighty miles broad. But the best and largest wheat area is beyond the Saskatchewan, namely, the valleys of the Athabasca and Peace rivers to the very western (the Pacific) slope of the Rocky Mountains, along the Peace River Pass to latitude 60° N. Near the foot of the Rocky Mountains there is an area of 300,000,000 acres beyond the supposed limit of the fertile belt of the North-West. The Saskatchewan is partially wooded, and abounds with the most beautiful herbage, and generally possesses a deep and rich soil of vegetable mould. This extraordinary belt, more than one-third of which is at once available for the purposes of the agriculturist, is capable of sustaining a population of 90,000,000. This region in winter is not more severe than in Ontario; and in the western districts, which are removed from the influence of the great lakes, the spring com-

mences about a month earlier than on the shores of Lake Superior, which is 5° of latitude farther to the south.

Snow is never excessive in depth; while in the richest tracts the natural pasturage is so abundant that horses and cattle may be left to obtain their food during the winter.

Travellers describe this region as magnificent, with the surface of the ground covered with flowers, such as roses, hyacinths, tiger-lilies, and blue-bells, half hidden in the luxuriant grass.

The rivers and lakes west of Lake Superior are bordered by rich prairies and splendid woods. A splendid stream (Rainy River, 100 miles long) empties Lac la Pluie into the Lake of the Woods, and must one day be the highway of a great settlement, with towns on its borders and steamboats on its bosom.

On Peace River groves of poplars and pines vary the scene, and their intervalles are enlivened with vast herds of elk and buffaloes.

About 150 miles east of the Rocky Mountains the great coal-bed commences. So far as has been ascertained it is over 300 miles in width, and extends continuously over 16° of latitude, to the Arctic Ocean. The lignite (or tertiary coal) formation is still more extensively developed. At the junction of the Mackenzie and Bear Lake rivers, the formation is best exposed; it there consists of a series of beds, the thickest of which exceed three yards, separated by layers of gravel and sand, alternating with a fine-grained, friable sandstone, and sometimes with thick beds of clay, the interposing layer being often dark from the dissemination of bituminous matter. The coal, when recently extracted from the bed, is massive, and most generally shows the woody structure distinctly. Beds of coal also crop up to the surface on various parts of the Arctic coast.

When the Hudson Bay Territory was turned over to the Dominion in 1870, there was absolutely no population in that part of it now known as the North-West Territories, except some roving bands of Indians, and the few white hunters, trappers and traders, scattered sparsely from the American and Old Province boundaries to Alaska and Hudson Bay, and from Labrador to the Rocky Mountains. Ten years later, we find, in addition to a populous and already wealthy province (Manitoba, previously described), an agricultural population settled along the valleys of the Assiniboine and Saskatchewan Rivers and their tributaries, which some authorities already estimate as high as 100,000 souls, a number which is so rapidly increasing as to promise ere long to outstrip even the heretofore unprecedented growth of Manitoba.

Among the very many points of interest and importance which this territory already contains, we may mention the following:

BATTLEFORD, the capital and chief station of the North-West Mounted Police, is situated on Battle River, at its confluence with the Saskatchewan. The site of the town is a plateau 200 feet above the water of the river, which is navigable to this point, to and from which Hudson Bay Company's steamers regularly ply. Government House, here situated, together with the government offices, including those of the Registrar and Stipendiary Magistrate, form an imposing appearance. The town is well laid out, and contains numerous buildings of more than ordinary pretensions. It has Episcopalian, Presbyterian, Methodist and Roman Catholic churches, school, stores and mills, and a population already in excess of 500. It is even now a place of considerable commercial importance, and from its geographical position, its surroundings and its political ascendancy combined, promises to become the leading city of the North-West. It has telegraphic communication with the outside world, and the first established newspaper in the Territories—the *Battleford Herald*—is among its institutions. Altogether, it is a place of very great and peculiar interest, as well as of leading importance.

CARLETON HOUSE, or FORT CARLETON, is a Hudson Bay Company's trading post on the North Saskatchewan, 520 miles west of Winnipeg. The village itself is a smart one of several hundred people, containing churches, stores, schools, &c., while the "settlement" contains already nearly 2,000 of a population.

DUCK LAKE, 12 miles south-east of Carleton House, is becoming quite a centre of trade, and contains stores, churches, schools, &c. One school is under charge of the Grey Nuns.

EDMONTON, in lat. 53° 45' N., lon. 113° 20' W., a chief trading post of the Hudson Bay Company, consisted formerly of a fortification of red earth, enclosed by abattis, surrounded by trenches, and entered by battle-mented gateways. It is now a flourishing village of from 300 to 500 population, a North-West Mounted Police station, Hudson Bay Company's post, and contains post office, four churches, several hotels, school, two grist mills, saw mill, lath and shingle mill, a number of mechanics' shops, and a good supply of mercantile establishments. It is situated on the North Saskatchewan River, 880 miles north-west from Winnipeg, and immense supplies of the best coal exist in its immediate neighborhood.

FORT ELLICE is a Hudson Bay Company's post, and now quite a considerable settlement at the junction of the Qu'Appelle with the Assiniboine, 220 miles west of Winnipeg. It is also a Mounted Police station, and a place of rapidly growing size and importance.

FORT MCLEOD, a post established by the North-West Mounted Police authorities, and named after Colonel McLeod, the commanding officer of the force, is about 850 miles almost direct west of Winnipeg, on the South Saskatchewan. It has lately become the centre of quite a prosperous and rapidly growing settlement, which promises to be one of the most important points of the North-West.

FORT PELLY, on the Assiniboine, 110 miles north of its junction with the Qu'Appelle, and 330 miles north-west of Winnipeg, is also a Mounted Police station, and the centre of a rapidly growing agricultural population.

FORT PITT, also on the North Saskatchewan, is 687 miles north-west of Winnipeg, and the headquarters of the Roman Catholic missions to the Cree Indians. The village contains a church, excellent school, store, etc.

FORT SASKATCHEWAN, a French Canadian settlement near Edmonton, contains a population of between 200 and 300, and has a post office, a number of churches, several stores, etc. The best of coal is obtained in the neighborhood, and in inexhaustible quantities.

FORT VERMILLION is a H. B. Co.'s trading post and growing village on the Peace River, over 600 miles north of Winnipeg. Cereals and roots grow in this locality to the greatest possible perfection, and the promises of a rapid development of the adjacent territory are extremely encouraging.

Great anticipations are everywhere indulged in with regard to the glorious future of the North-West; and the unprecedented advance which it has already made, together with its ever-accelerating development, would seem to indicate that the most brilliant hopes are in no-wise overdrawn.

BRITISH COLUMBIA.

BRITISH COLUMBIA is bounded on the north by the sixtieth parallel of latitude; east by the main chain of the Rocky Mountains; south by the United States; and west by Alaska, the Pacific Ocean, and Queen Charlotte's Sound. Length, 764½ miles; breadth about 400 miles; area, including Vancouver and other islands, 330,000 square miles.

Vancouver Island extends from lat. 48° 19' to 50° 53' N., a distance of 278 miles, along the southern portion of the mainland, from which it is separated by the Gulf of Georgia, 90 miles in width. The north entrance to the

gulf is Johnston's Strait, and the south entrance is the Strait of San Juan de Fuca, which separates the south shore of the island from the territory of the United States. Queen Charlotte Islands, lying between lat. 52° and 54° N., and long. $131^{\circ} 25'$ and 134° W., are separated from the north portion of the coast by Queen Charlotte Sound.

The seaboard of British Columbia extends from the Straits of San Juan de Fuca to Alaska. These points are distant, on an air-line, some five hundred and fifty miles, but the coast is deeply indented by great arms of the sea at many intermediate places, so that the actual coast-line is very irregular, and will probably measure several thousand miles.

The northern part of the colony is diversified with mountain, lake, and river; is of extraordinary fertility, producing all Canadian cereals and vegetables, and fruits in larger measure than any part of even Ontario, and with a mining region at the head-waters of the Peace, Skeena, and Fraser rivers, which, though very imperfectly explored (owing to their inaccessibility to general travel), gives indications of being very rich in gold and silver. The southern and middle part includes the rich gold valley of Fraser River, and is well adapted for pasturage, and also, with irrigation, for agriculture; some parts, however, such as the Chilcotin plains, and the great and beautiful valley of the Okanagan, require no artificial irrigation, nor does any part of the seaboard.

The mineral resources of British Columbia are very great. Gold is found all along the Fraser and Thompson rivers, and in great abundance in the Cariboo district, the yield in that one locality exceeding, in 1870, one million dollars, while the yield of the entire Province for the past ten years has exceeded twenty-two million dollars. Silver and copper are also to be had in abundance, but the mines have not as yet been very largely worked. The true wealth of the Province, however, is its coal-fields, which are inexhaustible, easy of access, and easily worked. Bituminous coal is found on the mainland and on Vancouver Island, and anthracite coal on Queen Charlotte Island.

The climate of British Columbia is mild and favorable enough to allow animals to live in the open air throughout the winter, and in many parts the plains and hills are covered with an herb called bunch-grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition during the whole winter. On the coast the winter is more humid than cold. The lakes are never wholly frozen, and travel is never impeded by the snow, except in the mountain passes.

The area of the land fit for agricultural settlement is estimated at 200,000 square miles, diversified by hill and dale, and watered by numerous streams and lakes. The soil varies from a deep-black vegetable loam to a light-brown loamy earth, the hills supplying slate and building-stone. Wheat, barley, potatoes, turnips, apples, pears, etc., grow luxuriantly. There is abundant grass for cattle, and sheep-raising has been introduced with success.

The country is rich in fur-bearing animals, bears, lynx, marten, and beaver. The annual product of the fur trade exceeds \$250,000. Ship-building also promises to assume large proportions.

The chief river is the great Fraser River, which pursues a rapid course between steep and rocky banks, until, approaching the sea, it presents a fertile and finely wooded valley of from fifty to sixty miles in length. The total length of the Fraser River is about 700 miles. The Thompson River surpasses the Fraser in the richness of its scenery, and flows through one of the most beautiful countries in the world. The Columbia, another noble stream, enters the United States at Fort Shepherd, after a course of nearly 800 miles in British territory. Its total length is about 1,200 miles. Means of communication are very good.

Steamers ascend the Fraser River over 100 miles, to the head of navigation, and for over 450 miles beyond

this there is an excellent gravelled road, constructed by the government.

British Columbia consists of two perfectly distinct parts, the mainland above described and Vancouver Island. This island is the largest in the Pacific, being 278 miles long and forty to fifty wide. It is separated from the mainland by the Straits of Fuca, which are about sixteen miles in width, and by the Gulf of Georgia, which varies from thirty miles in width to a narrowness that is bridgeable, viz., at Valde's Island.

The island is noted for its coal mines. Gold has also been found. The harbors are numerous and excellent, and Esquimaux Harbor is the naval station of the imperial government and the site of an extensive graving dock.

Burrard Inlet is the largest and finest harbor on the mainland, and also the Pacific Railway terminus.

The public affairs of British Columbia are administered by a Lieutenant-Governor, an Executive Council of five members, and a Legislative Assembly composed of twenty-five representatives elected every four years. Justice is dispensed by a chief-justice and two assistants. Education is free, and schools non-sectarian.

There is regular steam communication from Victoria to Portland and San Francisco; while telegraph lines extend from Victoria via Saanich to Swinomish, U. S., thence via Matsqui, Hope, Yale, Lytton and Quesnel to Barkerville, Cariboo, a total distance of 632 miles.

There is also a branch line from Matsqui to Burrard Inlet via New Westminster, in addition to a right of way over the line belonging to the Western Union Telegraph Company, from Swinomish to Victoria, which comprises five submarine cables. This line of telegraph, which by the Act completing the union of Columbia with Canada became the property of the Dominion, is 632 miles long, and is being extended across the entire continent.

The construction of the Canada Pacific Railway cannot fail to develop the untold resources of this Province, and add greatly to the wealth and general prosperity of the Dominion.

Though British Columbia possesses considerable tracts of fine agricultural and pastoral land, amply sufficient to produce all the food her own population is ever likely to require, yet it is not probable that she will ever hold a prominent position as an exporting agricultural country. Her chief resources are her forests, her fisheries, and her mines, and these are capable of almost unlimited development. Her gold-fields, her silver-veins, and her coal-mines are yet in their infancy; her timber trade is in a similar condition; and her fisheries, which may fairly be expected to rival those of the Atlantic Provinces, have scarcely yet extended beyond the supply of local demands.

There cannot be a doubt in the mind of any one who has visited the country, that a bright and prosperous future is in store for the Alpine Province of the great Dominion, only to be realized, however, when the iron road shall have brought her into closer communion with her elder sisters in the east.

The distance from Montreal to Victoria is over 3,600 miles, which can now be accomplished in eleven or twelve days by the San Francisco route; but by the future Canada Pacific Railway the distance will be reduced to less than 2,800 miles. The most direct route to British Columbia from England is by way of Quebec and San Francisco, the Allan line of steamers furnishing passage-tickets through from Liverpool. On arriving in Quebec, passengers proceed through to Chicago by rail, and thence by the Pacific Railway to San Francisco, whence steamers ply regularly to Victoria and New Westminster.

This colony was first established in 1858, and has since made remarkable progress. The total population is about 60,000, of whom 15,000 are whites.

VICTORIA, the capital of British Columbia, is situated near the south-east extremity of Vancouver Island, where the adjoining Strait of Fuca is 17 miles in breadth, 143 miles from Olympia (Puget's Sound), 320 miles from Portland (Oregon), and (by C. P. R.) about 2,800 miles from Montreal.

The surroundings of Victoria are singularly beautiful. To the south is a wide stretch of sea, closed in by the magnificent range of the Olympian Mountains. These mountains, the lower portion of which is shaded with a soft velvety mist, and the tops covered with snow strongly reflecting the rays of the sun, form the most prominent feature in the landscape. To the eastward is Mount Baker, which, at a distance of nearly 100 miles, rears its snowy peak far away into the clouds. To the westward is a long, wide stretch of sea, bounded on one side by the Olympian range, and on the other by the rocks and mountains of Vancouver, jutting out here and there into the Strait; while to the northward are ranges of hills and mountains, prominent among which, and within five or six miles of the town, are the peaks of Mount Tolmie and Cedar Mountain. From these heights the most beautiful panoramic views of the southern end of the island, the surrounding ocean, the Olympian range, and the coast range on the mainland far westward may be obtained.

The country in the neighborhood of Victoria is remarkably picturesque. Natural parks—in which there are numbers of fine old oaks and a profusion of ferns and wild roses—little inlets, bays, and beaches, jutting rocks, and the fine scenery of the background, combine to render it one of the most lovely spots on earth. This, together with its magnificent climate, which is beautifully clear, cool and fresh during the whole summer season, and very mild in winter, must in the future render it a place of great resort.

Three miles from Victoria is the harbor of Esquimaux, one of the finest on the Pacific coast. There is here a naval station, at which there are generally two or three ships of war. A graving dock was recently built, capable of admitting ships of the largest size. An excellent macadamized road connects the two harbors.

The city boasts of some good streets, with fine drives, over excellent roads, in various directions. Adjoining the town a large extent of ground has been reserved for a public park. This picturesque locality, known as Beacon Hill, borders on the Strait. Here is the public race-course and cricket-ground. On the outskirts of the town are many attractive residences, and every cottage displays its pretty garden.

Though Victoria can boast of no architectural pretensions, there are many neat and substantially constructed buildings; among them may be mentioned the Provincial offices on James' Bay; the Presbyterian, Wesleyan, and Roman Catholic churches; a Jewish synagogue; Christ Church cathedral; the iron church of St. John, a donation to the Episcopalian congregation of the Province from the Baroness Coutts; the Angela College for young ladies, from the same excellent lady; the St. Anne's Convent and Orphan School; the Masonic building; the Mechanics' Institute; Bank of British North America; hotels, hospital, and theatre. A post-office and a custom-house were lately built by the Dominion Government.

The city is supplied with gas and water-works. There are several breweries, distilleries, foundries and factories, one ship-yard, etc. Wages are high for all laborers and mechanics, who are always in demand. The population is about 6,000. The amount of business transacted in Victoria is far beyond what would be expected from a town of such a limited number of inhabitants.

NEW WESTMINSTER, the former capital of British Columbia, is beautifully situated on the north bank of the Fraser River, 85 miles from Victoria. The town boasts of a very handsome Episcopal church (of stone) and the only peal of bells on the coast, presented some years ago by Miss Burdett Coutts, now Baroness in her own right. There are also very neat churches in connection with the Roman Catholic, Presbyterian, and Methodist denominations. Population, over 3,000. Steamers run twice a week between New Westminster and Victoria.

BURRARD INLET, one of the finest harbors on the Pacific coast, and the terminus of the Canada Pacific Railway, is only a few miles from New Westminster.

NEWFOUNDLAND.

NEWFOUNDLAND is a large island in the Atlantic Ocean at the mouth of the Gulf of St. Lawrence, between lat. $46^{\circ} 38'$ and $51^{\circ} 40'$ north, and long. $52^{\circ} 35'$ and $59^{\circ} 35'$ west. It is separated on the north-west from Canada by the Gulf; its south-west point approaches Cape Breton; north and north-east are the shores of Labrador, from which it is divided by the Straits of Belleisle; and on its eastern side expands the open ocean. It lies nearer to Europe than any part of America. It is about 1,200 miles in circumference; its width, at the very widest part, between Capes Ray and Bonavista, is about 300 miles; and its extreme length, from Cape Race to Griguet Bay, about 419 miles, measured on a curve. Its form is somewhat triangular, but exceedingly irregular, owing to its being indented with deep bays, the most remarkable of which are Hare, White, and Notre Dame Bays, Bay of Exploits, Bonavista, Trinity, and Conception Bays on the east coast; St. Mary's Bay, Fortune and Placentia Bay, on the south coast; and St. George's Bay and Bay of Islands on the west. There are besides these smaller bays and harbors. Many of these are extensive, commodious, and well-sheltered, with numerous rivulets running into them, while most of the harbors have complete anchorages, with clear and good channels.

Hills and valleys continually succeed each other, the former never rising into mountains (the highest not exceeding 1,500 feet), and the latter rarely expanding into plains.

The rivers of Newfoundland are numerous, and though the majority are small, yet some attain to respectable size. The largest are the Humber, River of Exploits, Gander, and Great Cod Roy rivers. The Humber, in its main branch, is about 80 miles long; in its second, or Grand Pond branch, it is about 48 miles long. The Exploits is about 150 miles long, and drains about 3,000 square miles of country. The Gander is somewhat over 100 miles long. Nearly all the rivers issue from lakes or ponds in the interior. Many of them abound with excellent salmon. Fresh-water lakes and ponds are also numerous. They are found over the face of the entire country—on the very tops of hills. The surface covered with fresh water has been estimated at one-third of the whole island. Sixty-seven ponds have been counted from one spot on the north-east mountains of Avalon, some two and three miles in extent, none less than 100 yards, and not at a further distance than ten miles from the base of the hill. The principal lakes in the island are the Gander Pond, Deer Pond, Grand Pond, and Red Indian Pond. The Grand Pond contains an area of about 185 square miles; this includes an island at its south-west end, which contains an area of about fifty square miles. Deer Pond has an area of about thirty square miles. The Red Indian Pond has an area of sixty-four square miles. The Gander Pond is from seventy to eighty square miles.

The prevalent formation of Newfoundland is granite, and in some parts porphyry, quartz, gneiss, mica, and clay slate, with secondary and, over a considerable area, carboniferous formations. The minerals of the island comprise silver, copper, lead, chromic iron, magnetic iron, specular iron, manganese, nickel, plumbago, gypsum, serpentine, jaspers, white and black marble, limestone, and coal. Traces of gold have also been found by analysis, as well as traces of cadmium and bismuth.

The principal mines are the Tilt Cove Mine (copper), the Notre Dame Mine (copper), both on the eastern side of the island; and the La Manche Mine (lead), on

the southern coast. The first named has been very productive. The other two have not been so successful, though there is no doubt they are rich in minerals; the cause of their comparative failure is to be found in the lack of means.

The climate, being insular, is not liable to so great changes in temperature as that of the neighboring continental Provinces, the winter being much milder and the summer not nearly so warm. In May and beginning of June, dense fogs prevail on the banks and neighboring shores, but they do not appear to be in the least prejudicial to health.

The principal trees of Newfoundland are spruce, birch, pine, larch, willow, ash, and fir. Recumbent and standing evergreens are to be met with in great variety; berry-bearing bushes abound in every swamp: European and American grasses, also red and white clover, are abundant.

In several sections of the island, agriculture can be carried on with profit. In the neighborhood of many of the lakes and rivers there are valuable alluvia. Potatoes yield well and are of an excellent quality; green crops thrive well in many districts. Wheat has been known to yield 30 bushels per acre. Apples, plums, and cherries have been raised with success; gooseberries, strawberries, and raspberries, of very good quality, are grown.

The timber lands, amounting to nearly one million of acres, and situated principally on the western side of the island, and by the chief lakes and rivers, are wholly unsettled and ungranted, though they are of high importance with a view to settlement. No lands are let for lumbering purposes—the laws provide that they shall be disposed of for settlement alone; but the probability is that this will at once be changed, so as to open up the country for lumbering enterprises.

The only animal peculiar to the island is the Newfoundland dog; famous the world over. Among the wild animals may be enumerated the deer, the wolf, the bear, the beaver, the marten, and wild-cat. Land and aquatic birds are numerous. Seals are numerous on the coasts, as are also whales, grampuses, and porpoises; while for fish, there is no place in the world comparable to Newfoundland, especially for cod. The famous Grand Banks swarm with cod and every other variety of fish.

The cod fishery opens in June and lasts till the middle of November, and may be said to form the chief occupation of the inhabitants of the island.

The seal fisheries of Newfoundland are of very great importance. Over 200 vessels have been annually employed in this industry, having an aggregate of nearly 40,000 tons burthen, and a complement of between 10,000 and 12,000 men.

The chief exports of the island are fish, fish oil, seal oil and skins, and the imports consist of breadstuffs, fruits and textile fabrics. Over \$7,000,000 of these articles have been imported within a single year, while the exports during the same time have exceeded \$6,000,000.

The government of Newfoundland pays \$120,000 annually for the steam service of the colony. The steamers subsidized are the Allan line, to and from Liverpool and Halifax, or some port in the Dominion or United States, once a fortnight, and several for coast and local service.

The public affairs of Newfoundland are administered by a Governor, appointed by the Queen; an Executive Council of six members, a Legislative Council of thirteen members, and a Legislative Assembly of thirty-one representatives. The judicial department comprises a Supreme Court, with a chief and two assistant judges; a Vice-Admiralty Court, and a District Court.

The public school system is based on the denominational principle as regards Roman Catholics, and the non-denominational as far as Protestants generally are concerned.

There are four public academies, based on the denominational principle, and all situated in the capital of the island; one for Roman Catholics, which is in connection with their college; one for the Church of England Protestants, in connection with their collegiate establishment; one for Wesleyans; and one for Protestants of all other denominations.

There are no railways on the island, and the means of communication are not the best. Two steamers make fortnightly trips to the principal places north and south of St. John's, and another runs daily between ports on Conception Bay. It is, however, proposed to build a railway through the island, and the surveys, which were some time ago authorized by the government and legislature, have been so far carried out as to demonstrate the feasibility of the scheme and the immense resources of the country it will open up. The last official census (1874) gave the island a population of 170,000.

ST. JOHN'S, the commercial emporium and seat of government of Newfoundland, is situated about three miles from Cape Spear, the most easterly land on the American side of the Atlantic. The harbor, though rather small, is thoroughly safe in all weather; vessels may ride out any gale when once inside the heads. On the south point of the narrows is erected the harbor light, burning at an elevation of 114 feet. The rocks on which this beacon is erected are the termination of a high range of hills running east and west, which constitute the south side of the harbor. At the foot of these hills are situated most of the vats used in the manufacture of the seal oil, and most of the mercantile houses have wharves and premises on that side, for the transshipment of articles of export. There is also situated the dry dock, capable of raising vessels of about 600 tons burthen. A causeway and bridge connects the south and north sides. On the north side the hills, which are so abrupt at the narrows, fall away in a series of gentle undulations sloping towards the harbor. On this slope the town is built, the site being everything that could be wished. The principal thoroughfare is called Water Street, running nearly parallel with the harbor, but rather irregular. This street is about one and a half miles long, well built on both sides with stone or brick, but not showing much appreciation of street architecture. In the busy seasons it is crowded till late in the night by thousands who come from the out-ports to buy and sell. The amount of business done in these short periods is almost incredible for the size of the town, amounting to perhaps four or five millions of dollars in three or four weeks.

The manufacturers are few but important, there being very large biscuit manufactories, foundries, breweries, rope factories, and oil refineries.

St. John's boasts of several handsome public buildings. The Church of England Cathedral (early English), by Gilbert Scott, is a very beautiful edifice, and cost about \$120,000. The Roman Catholic Cathedral and adjacent buildings form a very conspicuous and imposing group, built on high ground, erected at a cost of about \$800,000. There are also the Government house (costing \$240,000), Colonial building, court-house, penitentiary, lunatic asylum, hospital, poor-house, and banks. The lunatic asylum is beautifully situated in wooded grounds, about three miles out of the town.

The population of the city is about 30,000.

GEOLOGY OF THE DOMINION.

THE following article makes no attempt at the dignity of a *comprehensive essay* upon so interesting and extensive a subject as the Geology of the Dominion.

The Department of the Interior has kindly furnished for this Atlas a special transfer of the great geological map of Canada, prepared under the direction of Sir William Logan, F.R.S., in 1869, and also the corrections and additional maps since that date.

To give as briefly as possible such data as shall lead to some understanding of this map, and of the general geological formations and mineral resources of Canada, is all that this article attempts.

To this end we shall confine ourselves mainly to the *economic geology* of the Dominion, describing as nearly as possible, by Provinces, the character and location of such minerals, ores, and earths as are of use in commerce, and might be sought after by business men, for whom this Atlas is chiefly intended.

For this purpose, Mr. Selwyn, the Director of the Geological Surveys of Canada, has kindly placed at the disposal of the writer the complete records and reports of progress in his department up to the present time. From them most of the information given below is derived, and to them (in published volumes) the reader is referred for more scientifically geological or particular information.

Valuable information has also been obtained from Dr. Dawson's Acadian Geology and reports on Prince Edward Island, and Mr. Alexander Murray's reports of the geological surveys of Newfoundland.

With the exception of about 50,000 square miles belonging to Quebec, extending from the line of New York to Gaspé, and joining the Lower or Maritime Provinces, the whole of the Upper Provinces of the Dominion lies on the north side of the St. Lawrence and the great lakes.

The flank of the northern hills, known as the Laurentides, forms the north shore of the river and gulf, until within twenty miles of Quebec. It then recedes, and at the latter city is already about twenty miles distant from the St. Lawrence. At Montreal the base of the hills is thirty miles to the rear, and to the westward of this it stretches along the north side of the Ottawa River for about 100 miles, and then runs southward across both the Ottawa and the St. Lawrence, crossing the latter river a little below Kingston, at the Thousand Islands, and entering New York. Here the Laurentides spread out into an area of about 10,000 square miles of highlands, known as the Adirondack country, and lying between the Lakes Champlain and Ontario. The narrow belt of hill-country which connects the Adirondacks with the Laurentides north of the Ottawa, divides the valley of the St. Lawrence proper from that of the great lakes, which is still bounded to the north by a continuation of the Laurentides. The base of these from near Kingston runs in a western direction, at some distance in the rear of Lake Ontario, until it reaches the south-west extremity of Georgian Bay on Lake Huron; after which it skirts this lake and Lake Superior, and runs north-westward into Manitoba and the North-west Territory. This great northern hill-region consists of the oldest known rock-formation of the globe, to which the name of the Laurentian system has been given, and occupies a very large portion of the whole of the Dominion northward of the limits just assigned. Over a large portion of this area, along Lakes Huron and Superior, and farther eastward on Lake Temiscaming, is another series of rocks, to which the name of the Huronian system is given. But as the country occupied by these rocks is geographically similar to the Laurentian, it is for convenience here included with it.

To the south of this region the whole of Canada between Montreal and the Rocky Mountains, with the exception of the narrow belt of Laurentian country described as running southward across the Ottawa and St. Lawrence rivers, is very level. The same is true to the eastward of Montreal until we reach the Notre-Dame range of hills, passing southward into Vermont, and in its north-eastern extension bounding the Lower St. Lawrence valley to the south. This level country to the south of the Laurentides is occupied both east and west of Montreal by the same rock formations, and constitutes the Champaign region of Canada, the surface of which is scarcely broken, except by a few isolated trap hills near Montreal, and by occasional escarpments, ravines, and gravel ridges further westward.

On the southern, as on the northern, side of the valley of the Lower St. Lawrence is a range of mountainous country. These ranges keep close to the shores for a considerable distance up the river; but about 100 miles below Quebec, where the river is fifteen miles wide, the southern range begins to leave the margin, and opposite to Quebec is thirty miles distant. From this point it runs in a more south-western direction than the river valley, and opposite Montreal is met with about fifty miles to the south-east, where it enters Vermont, and is there known as the Green Mountain range, which forms the eastern limit of the valley of Lake Champlain. In Canada, this range, stretching from the parallel of 45° north latitude to the Gulf, is known as the Notre-Dame Mountains, but to its north-

eastern portion the name of the Shickshock Mountains is often given.

This Notre-Dame range, on the south side of the St. Lawrence, which forms the belt whose course has just been described, has an average breadth of thirty to forty miles.

To the south and east of it the land is undulating, extending through the Maritime Provinces. This may be called the Eastern District.

The region occupied by the Laurentian series is exclusively composed of crystalline rocks, for the most part silicious or granite-like in character, consisting of quartzite, syenite, gneiss, and other related rocks, broken up into ridges and mountain-peaks.

The general level of this region is about 1500 feet above the sea, sometimes attaining an altitude of 2000 to 4000 feet, and running down to a much lower level than the average in the narrow belt crossing the country east of Kingston.

The softer rocks of this region are of crystalline limestone or marble, giving rise to numerous valleys of fertile soil. The hill-sides, covered with vegetable mould sustaining a growth of small trees, are soon laid bare if fire passes over them and destroys the growth, but in the valleys and lower parts of this region deep soil and heavy timber abound. This region also contains inexhaustible mines of rich iron ores, copper, lead, marble, and other minerals.

The Champaign region of these Provinces is divided into two parts by the narrow isthmus of Laurentian country, which runs from the Ottawa River to the Adirondack Mountains of New York. East of this division it includes all the country between the Ottawa and the St. Lawrence, and all between the Laurentides on the north and the Notre-Dame hills to the south-east. Westward, it embraces the whole country south of the Laurentian region, including the south-western peninsula of Ontario, lying between the great lakes. This is a region of vast plains, or very trifling elevations, underlain by beds of unaltered Silurian and Devonian rocks of sandstone, limestone, and shale. These again are overlaid in the greater portion of the region by beds of clay, occasionally intermixed with, or overlaid by, sand and gravel, and often covered by a considerable thickness of vegetable mould.

In the eastern portion of this region, between Ottawa and Quebec, the lands are nearly all marine clays covered by sandy deposits, and forming a light, warm soil; or a heavy blue clay giving a strong and rich soil for cereal crops. Peat abounds through this region, and also mineral springs. Its mineral resources are chiefly confined to stones suitable for building, paving, lime, cement, and glass.

The south-western part of the Champaign region, commencing near Kingston, and including all the southern portion of Ontario, is the most fertile and productive part of Canada. Like the plains further eastward, its soils consist chiefly of strong clays, overlaid here and there by loam, sand, and gravel. In the natural state nearly the whole of this region supported a fine growth of timber, in great part of broad-leaved species, but presented, however, various local peculiarities. Thus, the banks of the Grand River from Galt to Brantford were remarkable for a sparse growth of oaks, free from underwood, and known as oak openings. These are said to have been pasture-grounds of the Indians, brought to this condition and kept in it by partial clearing, and by the annual burning of the grass. The object of this was to attract the deer who came to feed upon the herbage. The soil of these plains is a light sandy loam, very uniform in character, and generally underlain by coarse gravel. The valley of the Thames, together with the rich alluvial flats which extend from it northward to the North Branch of Bear Creek, and southward nearly to the shore of Lake Erie, is remarkable for its great fertility, and its luxuriant forest growth. The soil is generally clay, with a covering of rich vegetable mould, and is covered in the natural state with oak, elm, black-walnut, and white-wood (*Liriodendron tulipifera*) trees of large size, together with fine groves of sugar-maple.

The mineral products of this region are chiefly building-stone, lime, cement, gypsum, and petroleum.

The hills of the Eastern Division on the south side of the St. Lawrence are crystalline rocks, but of a softer nature than on the north shore, and yielding, by their wearing down, a more abundant soil. The range of elevation is from 700 to (occasionally) 4000 feet above the sea, extending on the south-east side, through a succession of valleys, to the Bay of Chaleurs, and thence through the Lower Provinces.

The geological formations of the Lower Provinces are, so far as recent surveys establish, of the same series as of Upper Canada, the Laurentian system being ascribed here also to the older formations, and rocks corresponding to the Huronian and Silurian series being the main formations underlying the carboniferous and superficial areas.

The soil is of a sandy and loamy character. The minerals of the Eastern District are metallic ores, marble, slate, and, in the Lower Provinces, coal also.

The following are the names of the principal geological formations of Canada, in descending order:

- | | |
|--------------------|-----------------------|
| X. Superficial. | V. Devonian. |
| IX. Tertiary. | IV. Upper Silurian. |
| VIII. Cretaceous | III. Middle Silurian. |
| VII. Permian. | II. Lower Silurian. |
| VI. Carboniferous. | I. Eozoic. |

These again are subdivided into various local series or groups, of which it is only necessary to mention here that the Laurentian and Huronian systems above referred to are the divisions into which the Eozoic rocks of Canada have been classed. To these rocks no local names have yet been applied elsewhere in America; but, as they are here more extensively exposed than anywhere else on the continent, it would be inconvenient to describe the geology of Canada without giving the names used here, and which are now recognized abroad.

The limestones and sandstones of the older formations are to be found sufficiently distributed through most parts of Canada for all useful purposes, but the great eastern coal-field of North America is confined to the Provinces of New Brunswick and Nova Scotia, a narrow margin on the north shore of the Bay of Chaleurs being its limit in a westerly direction.

No coal exists in workable veins in Central Canada, but in the North-west Territories and in the Province of British Columbia it underlies large areas.

Passing by any enumeration of the less valuable or less abundant minerals which are to be found in the different rock formations of Canada, we will now speak in detail only of those which are susceptible of *economic* application. We follow the classification adopted in the official reports.

I. METALS AND THEIR ORES.

Iron.—Much has been written about the iron ores of Canada, but the information is to be found scattered through the geological reports of many years, and in scattered reports and papers given at various times to the public.

In 1874, Mr. B. J. Harrington, B.A., Ph.D., Chemist and Mineralogist to the Geological Survey, brought together concisely, in his report to the director, all the more important facts of previous reports, supplementing them with the results of his own recent observations, and to his report we are indebted for very much of the information we now give.

The iron ores of the Dominion have a wide range, both geographical and geological. From Vancouver Island on the west to Cape Breton on the east they occur at varied intervals; little, however being known of their extent or importance, except in the Provinces on the eastern side of the continent.

From the Laurentian days down to the present moment, processes of concentration, both chemical and mechanical, have been in operation, often resulting in the formation of beds and veins of ore. The processes have doubtless, to a certain extent, differed in kind, and have operated under more or less favourable conditions, and the ores, subsequently to their deposition, have frequently been subjected to agencies depriving them of their original characters, so that it is not surprising to find them differing widely in chemical composition and physical characters. They may, however, be classified as follows:

I. ANHYDROUS OXIDES.

1. Magnetic Iron Ore or Magnetite.
2. Hematite, including crystalline and earthy varieties.
3. Titanic Iron Ore.

II. HYDROUS OXIDES.

1. Limonite or Brown Hematite.
2. Bog Ore.

III. CARBONATES.

1. Spathic Ore.
2. Clay Iron-stone.

The sulphuret of iron, which is not used as an ore, but is valuable for other purposes, will be noticed in the second class.

Magnetic iron ore is probably the most abundant throughout Canada. This ore has a specific gravity of a little over five times that of water, is iron-black in color, hard, brittle, and of metallic lustre. When pure, it consists of 72.4 parts of iron and 27.6 parts of oxygen, but it often contains foreign matters, either mechanically mingled or chemically combined, which reduce more or less the percentage of the ore. It is found mostly in crystalline or metamorphic rocks.

The most important deposits of this ore occur in rocks of Laurentian and Huronian age, but it is also found in rocks which have been

referred to the Lower and Upper Silurian, as well as in the Devonian and the Trias. The iron sands of the Gulf of St. Lawrence, moreover, give us examples of deposits of more recent date, and form one of the best possible illustrations of the great concentrating processes carried on by Nature.

Magnetic ores abundantly occur throughout several counties of Ontario. An important deposit in the township of South Crosby, known as the Chaffey Mine, has been worked for many years. It forms a bed 200 feet thick in gneiss rock, and has been traced for a long distance. The Mathews Mine in the same township is a continuation of this bed, and is mined with equal success. A very fine and valuable ore, free from any trace of pyrites and with very little sulphur, exists as a large deposit at North Crosby, on the land of the Hon. George W. Allan, of Toronto. The ore is a fine crystalline magnetite, and seems worthy of most careful examination. On the fourteenth lot of South Sherbrooke a bed of twelve feet occurs, which has been used to advantage in Col. Gzowski's iron-works at Toronto. Another deposit, with a thickness of sixty feet, is said to exist at Myer's Lake in the same township, and specimens of ore from this locality assay 63 per cent. of metallic iron, equal to 87 per cent. of magnetic oxide.

The contiguous townships of Madoc, Marmora, Belmont, and Seymour contain several beds of magnetic iron ore, which have yielded excellent iron. The ore is black, fine-grained, and very pure. Blast-furnaces were erected many years since at the village of Marmora, and the biggest production of iron in Canada now comes from the Blairton mines, the "Big Ore-Bed," as it is called, in the township of Belmont. This bed has usually been called 100 feet thick, but it is more properly a succession of beds, interstratified with layers of slate and crystalline limestone, occupying a breadth across the strike and back from Crow Lake, into which it runs obliquely, of about *five hundred feet*.

This section was at one time nearly abandoned, as being far removed from any shipping-point, but the building of the Coburg, Peterboro', and Marmora Railway has put renewed life into its mining enterprises.

The Seymour ore-bed of Madoc, the Howse Mine, and other locations in Bedford, the Foley Mine in Bathurst, the Fournier and other mines in South Sherbrooke, are all important deposits, and in some other parts of the Province others are to be found, although we have enumerated above most of those which are of real economic importance.

In Quebec, through the townships of Sutton, Bolton, and Leeds (Megantic), and at Inverness, Grenville, and Wentworth, are large and valuable deposits of magnetic ore.

At Hull, on the Ottawa River, is a valuable deposit, worked for some years and yielding 69.65 per cent. of metallic iron.

At Bristol, in Pontiac County, valuable deposits were discovered over a large area, in 1873.

In the seigniory of St. Francis, Beauce, a bed of granular iron ore about two-thirds magnetite, with a vein forty-five feet wide, occurs in serpentine.

In New Brunswick, magnetic ores are frequently met with, but no well-defined beds have been developed. The localities in which the indications are the most abundant are in the parish of Springfield, in the Nerepis Valley, in Petersville in King's County, near Dolin's Lake and Lepreau in St. John County, and at Deer Island in Passamaquoddy Bay.

In the Upper Silurian slates and quartzites of Nova Scotia magnetite occurs in veins associated with specular or micaceous ores at Londonderry, and also near the East River, Pictou County. Near Truro, a bed six feet thick is said to exist, and the fossiliferous hematites of the Devonian slates on the south side of Annapolis Valley have in many cases been more or less completely altered to magnetite, a metamorphism, according to Dr. Dawson, which has taken place chiefly at Moose River, to the south of the great mass of granite in Annapolis County. A short time since, a massive, fine-grained magnetic, resembling some of the Laurentian ores, was discovered near the Nictaux River.

Valuable beds of magnetic ore occur on Texada Island, British Columbia, and they are said to exist at other points in that Province, though not yet opened for mining.

Many of the old crystalline rocks contain disseminated grains and crystals of magnetite and ilmenite, which, on the disintegration of the rocks, are gathered together and form deposits of what is known as "iron-sand." This iron-sand is always more or less mixed with siliceous sand, so that artificial processes of concentration have generally to be employed before it can be utilized for the manufacture of iron.

They exist in enormous quantities on the Lower St. Lawrence near the mouth of the Moisis River, where bloomery furnaces have been erected by Mr. Molson, of Montreal, and these sands contain 52 per cent. of magnetic grains. Other deposits in the same region, and assaying from 55 to 34.3 per cent. magnetic grains, are found at Tadousac, Mingan, Bersimis, Pentecost, Natasquan, Kagashka, Batiscan, and St. Margaret River, in localities favourable for shipment.

In Ontario they are also met with in workable quantities near Sarnia, and on the north shore of Lake Erie.

Hematite iron ores include several varieties of iron ore, consisting mainly of anhydrous peroxide of iron, the varieties depending upon texture rather than chemical composition. Specular and micaceous iron ore are terms applied to crystalline varieties with metallic lustre; earthy varieties are known as red ochre, while intermediate between the highly crystalline and the ochreous ores comes red hematite. The latter term is sometimes used by iron smelters in the same general sense that hematite alone is, to indicate any ore consisting essentially of anhydrous peroxide of iron. As a rule, hema-

tite is freer from impurities than magnetite; it is not so easily reduced as hydrated oxides or carbonates, and is liable to produce grey rather than white iron, a fact of importance in connection with the manufacture of Bessemer pig.

Geologically our hematites have a wide range in time. They are found in the Laurentian, Huronian, Lower Silurian, Upper Silurian, Devonian, Carboniferous, and Trias formations.

Hematite occurs in both beds and veins, the beds generally, though not always, being the more important deposits. Like magnetite, it is not found solely in any one kind of rock, but often in rocks of most diverse characters.

An important deposit in Ontario exists in the township of McNab. The bed is thirty feet in thickness, and an analysis of an average specimen gave 58.8 per cent. of pure iron.

Large amounts of red hematite are met with at Iron Island, in Lake Nipissing. In Madoc, and at Gros Cap, Lake Superior, large deposits are unworked. The Dalhousie Iron Mine, in the township of that name, produces a valuable compact red hematite, and is extensively worked. Ores have lately been discovered at Lake Nipigon.

The ores from this Province are largely exported to the United States for smelting, it being found more profitable than erecting furnaces near the mines, which are distant from cheap fuel.

In Quebec, in the township of Sutton, several veins of hematite ore assay from 42 to 52 per cent. of pure iron; also in Brome, Inverness, and other townships. But one of the most valuable deposits is the Haycock mine near Hull, opposite Ottawa, which is a specular ore assaying from 64 to 68 per cent. of metallic iron.

Rising in the geological scale to the Upper Silurian, we find some exceedingly important deposits of hematite; but this, so far as known, only in the Province of Nova Scotia. As specular, or rather micaceous, iron ore, it is found in veins in the Cobequid Hills of Londonderry, and near the East River of Pictou County, that of the latter region being regarded by Dr. Dawson as the equivalent of the Londonderry ore. Earthy red ore in veins also occurs in large quantity near Londonderry, while beds of siliceous red hematite of enormous extent occur in Pictou County.

The red ores of Londonderry are frequently associated with limonite; they often contain a considerable proportion of water themselves, and may then be regarded as mixtures of hematite and limonite. The same is probably true of the red ores in many other localities.

According to Dr. Dawson, the Devonian slates of Nictaux River, Nova Scotia, contain a bed of highly fossiliferous red hematite, having a thickness of from $3\frac{1}{2}$ to 4 feet.

In Cape Breton deposits of hematite are said to occur in rocks of Carboniferous age, but little is yet known of them. The Whykomagh mines in Cape Breton produce a micaceous iron slightly magnetite, but still classed as a hematite ore.

Near Merigomish there is a large deposit of considerable value, and Dr. Hunt in his reports speaks highly of it for making steel.

In New Brunswick large deposits of hematite ore are found at Jacksonville, near Woodstock, and the iron produced is remarkable for its great hardness and strength. When converted into wrought-iron, it is on the authority of Sir William Fairbairn pronounced to be specially suited for the plating of iron-clad war-vessels and similar purposes. It is also admirably adapted for steel. Furnaces were erected at Woodstock, but are not now running. Similar ores are found in great abundance near the River Beccaguimic, and also, though probably not so abundantly, on the St. John, from Flanigan's Hill to the East Glassville settlement. In the eastern part of St. John County there are deposits of hematite ore in the Quaco Hills, and at West Beach and Black River; one of these beds is said to be twenty feet thick. A large bed of hematite is also said to exist near Coot Hill on one of the upper branches of the Nerepis.

Hematite ores are reported as found in some parts of Manitoba and the North-west Territories, but no particulars can be yet given.

Titanic iron ore is found chiefly in rocks of Laurentian age. Some of the ores of Broome and Sutton in Quebec contain from twenty to thirty per cent. of titanic acid.

The largest deposit known is at Bay St. Paul, where furnaces for smelting have been erected. It occurs in rock mainly made up of trichlinic feldspar, and is ninety feet thick.

At St. Julien, near St. Lin, on the property of Joseph Barsalou, Esq., of Montreal, is a valuable deposit, and also at Bay of Seven Islands.

Limonite and Bog Ore.—Limonite, which in some of its forms is often called brown hematite, consists essentially of peroxide of iron combined with water, the theoretical proportions being 85.6 of the former to 14.4 of the latter.

The term limonite is generally made to include bog ores, which, however, is scarcely correct, as the ores to be described as limonite usually occur in veins, being the result of the alteration, generally *in situ*, of other ores of iron or of such minerals as ankerite; if they contain organic matter at all, it is, so far as known, in very small quantity. The bog ores, on the other hand, appear generally to contain a considerable quantity of organic matter, and occur, moreover, as patches or beds in low grounds.

In Ontario, the bog ore chiefly occurs, and is found in various localities on the shore of Lake Erie, in the townships of Charlotteville, Middleton, Windham, and elsewhere.

In Quebec, they exist largely at Vaudreuil, where the beds are from four to eight feet thick, and contain about 52 per cent. of iron. Ores of more or less purity are found also at Bastard Stanbridge, Farnham, St. Vallier, St. Angélique, and St. Elizabeth.

In the seigniories of Green Island, Villeray, Cacouna, and Rivière du Loup many traces are met with. The ore-bearing tract measures twenty-five miles east and west by six miles north and south over this region.

The large St. Maurice forges or blast-furnaces, near Three Rivers, produce many tons daily of iron which is much esteemed for car-wheels and like purposes, and are, or have been, supplied by the bog-iron ore beds of St. Maurice, Champlain, and other seigniories. Forges also exist at Batiscan River, called the Radnor Forges, and are supplied with ore from this and the adjoining seigniory of Champlain. Messrs. Larue & Co., the proprietors, sent a pair of car-wheels from these forges to the International Exhibition, which were said to have run 150,000 miles. Here, also, is a large rolling-mill.

In Nova Scotia, limonite of the brown hematite variety is found very pure near the East River, in Pictou County, and the Londonderry deposits in Colchester County are among the largest and most extensively worked in the Dominion. Here are the Acadia Iron-works with large furnaces. The ore is of the best quality, and the average yield from smelting is over fifty per cent.

At Brookfield, near the line of the railway between Halifax and Truro, large masses of limonite are said to occur scattered over the surface.

Bog-iron ores are found in New Brunswick along the northern side of the Granite Hills, in Queen's and Charlotte counties.

Limonite is said to occur at some localities in British Columbia, but they have yet to be examined.

Spathic iron ore, composed of crystalline carbonate of iron, is the least important of all the iron ores of the Dominion, only one deposit being known which gives any prospect of being of economic value.

The deposit alluded to occurs near Sutherland's River, in Pictou County, Nova Scotia. It appears to be a bed, the rocks above and below being sandstones of the millstone-grit formation. It is highly crystalline, and of a grey or brownish grey colour. Though perhaps not rich enough to be smelted as an ore, it would be an exceedingly valuable flux.

Clay iron-stone is a compact, earthy ore, varying in colour from light brown or grey to black, the different shades often depending upon the presence of organic or coal matter, or upon the peroxidation of the iron when the ore has been exposed to atmospheric action. It consists of carbonate of iron mixed with clay and other impurities, and though not rich in iron has been the chief source of that metal in England.

In Canada, it is found in rocks of various ages. In Nova Scotia, they occur in the Carboniferous shales of the Cape Breton, Pictou, and Cumberland coal-fields, though very little is really known of the thickness or quality of the deposits.

Clay iron-stones also occur in the Carboniferous Rocks of New Brunswick, but whether they are widely distributed or not, is not reported. Gesner's report, in 1840, says the quantity on Salmon River is very considerable.

In British Columbia, the coal-bearing rocks of Cretaceous age in Vancouver Island often contain iron-stones, though little is yet known as to the quantity. At the Bayne's Sound mines the nodules are of large size, some of them being flat or lenticular, and others round; the former vary in length from six inches to four or five feet, and in thickness from six to eighteen inches; and the latter are often as much as eighteen inches in diameter. Mr. Richardson thinks that at this locality sufficient could be obtained for the supply of a blast-furnace. East of the Rocky Mountains Cretaceous iron-stones again occur, but little can be said as to the quantity until further explorations have been made.

Those of Tertiary age occur in the lignite-bearing strata west of Red River, in the vicinity of the forty-ninth parallel, where they have been observed by Hector, Professor Bell, Mr. G. M. Dawson, and others. The recently published report of the last-named gentleman speaks of them as abundant, and in close proximity to the coals of the same region, and says that "should these ores ever come to be worked, limestone for use as a flux could be obtained in considerable quantities from the boulders of Silurian age which strew the plains in many places."

Clay iron-ores from Edmonton were assayed by Mr. C. Hoffmann, and gave an average of 34.98 per cent. of metallic iron. They seem to be rich and valuable ores, and are all carbonates, with an external coating of hematite.

We must refer the reader who may be interested, to the report of Mr. Harrington in the Geological Reports for 1873-74, for a very valuable chapter upon the cost of production of iron ores in Canada, wages, transportation, cost of mining, etc.

We have shown that Canada possesses inexhaustible supplies of rich ores of this precious metal, and it cannot be doubted that skilled labour and capital will one day make the iron mines of the Dominion a great source of national wealth.

Lead.—The only ore of lead met with in Canada is the sulphuret or galena. Galena almost always holds small portions of silver, and in some cases the amount of this metal is sufficient to render it valuable as a silver ore.

Well-defined veins of galena are met with in many localities traversing the rocks of the Laurentian series; and in some cases they pass upwards through the overlying Potsdam and Calciferous formations, showing them to be younger than the latter.

In Ontario, several veins of galena occur in the townships of Bedford, Lansdowne, Stonington, Peterboro', and Ramsay, and in several localities the mines are worked. On Lake Superior several veins occur, some of which are, as at Black River, extremely rich in silver.

At Thunder Bay, and the Nipigon region to the north-west of Lake Superior, very numerous and valuable veins of ore are found, and several mines opened and worked profitably.

On the seigniory of the Hon. L. J. Papineau, at North Petite Nation River, a lode of six or eight inches exists; and at Upton, Acton, and Otton, all in the Province of Quebec, veins of some magnitude occur.

At Little Gaspé Cove, also, mines have been opened, from which specimens of sixty per cent. ore have been obtained.

In New Brunswick and Nova Scotia, galena occurs at a number of points, but nowhere in quantities of any importance so far as developed.

Copper.—This metal occurs in Canada in the forms of native or metallic copper, and of the sulphuretted ores. The former is confined principally to the rocks of the upper copper-bearing series on Lake Superior. The latter are widely diffused through the Laurentian series. In Ontario, on the north-eastern shore of Lake Huron, in the Huronian rocks, extensive veins of rich copper ores have been mined for years, often with great profit, as at the Wellington, Bruce, and Wallace mines. At Echo Lake, Root River, and the region about Lake Maskanongi and the Mississagui River, many valuable indications of copper exist. On Lake Superior the native copper, which is so extensively and profitably worked on the Michigan shore, also exists in large quantities over the north or Canadian shore. Many locations have been surveyed and taken up, and it can scarcely be doubted but that in time a mining region will be developed, second only to that in Northern Michigan.

In Quebec, the rocks of the so-called Quebec group, which are an equivalent to the copper-bearing strata of Lake Superior, contain numerous deposits of copper ores.

At Upton, Wickham, and Acton, the veins are many, but for the most part in irregular and interstratified masses. At Acton, about 8000 tons of very rich copper were extracted, when the vein became exhausted; but millions of dollars have been invested through this region in veins giving similar promise, chiefly by United States capitalists.

At Harvey's Hill, in Leeds, an extensive mine is worked by the English and Canadian Copper Company; and on the St. Francis River, and at Halifax, Sutton, St. Margaret, Ascot, Bolton, Ham, and other places through the Eastern Townships, copper exists and is in many cases mined. As this large industry becomes developed, the question will arise as to the most accessible point of transportation to cheap fuel for smelting, and although the poorer ores may be reduced near the mines, the richer will still be carried to the vicinity of coal. It may therefore be anticipated that those from Eastern Canada will eventually find their way to the coal-mines of the Lower Provinces.

In the North-west, large deposits of copper are said to exist beyond Lake Nipigon, and traces are also found in British Columbia, on the mainland.

In the Lower Provinces, the veins of ore on the right bank of the St. John River, near Woodstock, New Brunswick, have attracted much attention. At Adams Island, Passamaquoddy Bay, and many points in Charlotte, St. John, Albert, King's, and Westmoreland counties, deposits more or less valuable exist, and are in some instances profitably worked. Copper is also said to exist in Nova Scotia, near Polson's Lake, and elsewhere, but is not yet developed by working.

Nickel is found sparingly diffused through the magnesian rocks of the Quebec group. At two or three points only have ores been found yielding any considerable percentage of nickel, but its high price will allow very poor ores to be wrought to advantage; and these deposits may be worth careful examination. At the Wallace Mine on Lake Huron, and at Michipicoton Island, near Lake Superior, are the two best deposits yet known. Deposits are found also at Orford and the Eastern Townships.

Silver.—Native silver occurs in large quantities at several points on Lake Superior, and the copper ores of the Province of Quebec also contain small portions of silver. Some of the galena ores also contain silver in quantities worth extracting, as at St. Francis, Beauce, Vaudreuil, and Moulton Hill, in Quebec, where the assays were from thirty-seven to sixty-five ounces to the ton, and at Meredith's location on Lake Superior, where the assay yielded thirty ounces to the ton. With the present improved processes, so small a quantity as four ounces may profitably be extracted from a ton of lead.

At Thunder Bay, on Lake Superior, silver in a native state has recently been discovered in many localities, such as Silver Islet, Prince's location, the Thunder Bay mine, Silver Lake, Pie Island, and McKellar's Island; and several mines produce large results.

Silver mines have also been opened in British Columbia, near Hope, on the Fraser River; a yellowish decomposed vein-stone, brought by Mr. Richardson from this place, was assayed, and gave at the rate of 271.48 oz. of silver to the ton of 2000 lbs. From the general geological features observed in portions of Central British Columbia, there is every reason to anticipate that a rich silver-bearing region exists there, which only requires for its speedy development the introduction of the capital, enterprise, and skill which are certain to follow the opening up of direct communication with the East, but for the present want of which the silver veins, as well as many of the other great natural resources of this portion of the Dominion, remain unproductive and neglected.

Gold exists over a large extent of the Eastern Townships in Quebec, and has attracted labour and capital for its development. It was first noticed in the sands of the Chaudière Valley in 1835, by General Baddeley, R.E.; but the examinations of the last few years only have resulted in its being worked. The source of the gold seems to be the crystalline schists of the Notre-Dame range, and the drift is spread over a wide area on the south side of the St. Lawrence. From Melbourne to Sherbrooke on the St. Francis River, and on Lake St. Francis; on the Chaudière and its tributaries, from St. Mary to the frontier of Maine, and at the Rivière du Loup, gold is to be found; and mining has been carried on at Chaudière and Rivière du Loup with considerable results from the alluvial washings only. Latterly machinery has been erected at Chaudière to assist in developing the rock ores.

In Ontario, at Madoc and Marmora, several discoveries have been made of gold, partly in quartz veins and partly in decomposed rock, and several mines have been opened and worked with success in both townships. They are usually known as the Marmora Gold Mines.

The geological conditions in North-western New Brunswick being analogous to those of auriferous countries generally, and especially of Eastern Quebec and Nova Scotia, it has always been stated as a gold-bearing region, and the explorations so far undertaken, both for alluvial deposits and gold-bearing rocks, have been moderately encouraging. On the Tobique and its tributaries, mining leases have been taken up.

In Nova Scotia, gold-mining has been extensively followed, with varying results, for years. In 1870, the Nova Scotia gold-fields were visited in person by Mr. Alfred R. C. Selwyn, the director of the geological surveys of Canada; and, as Mr. Selwyn had been, before coming to Canada in 1869, for sixteen years director of the geological surveys of the Province of Victoria in Australia, he was peculiarly fitted to investigate these fields and their workings. His report in full, in the volume of Geological Surveys for 1870-71, should be read and heeded by every one proposing to venture on gold-mining in Nova Scotia.

The comparisons drawn geologically between Nova Scotia and Victoria are favourable, but he shows conclusively that, to produce analogous results, more economic and skilled labour, and more careful investigation before the expenditure of capital, must be substituted for the present wasteful customs. Mines in Victoria are worked to pay ten per cent. dividends on a less yield of gold per ton than the amount wasted in the tailings of some of the Nova Scotia mines; and in Australia the same number of stamps do from fifty to a hundred per cent. more work per day than in Nova Scotia.

The gold in Nova Scotia occurs principally in quartz veins in stratified slaty and quartzose rocks along the Atlantic coast, covering an area of probably 3500 square miles. The mines worked are mainly in the districts of Stormont, Sherbrooke, Wine Harbour, Waverley, Montague, Tangier, Oldham, Renfrew, Caribou, Uniacke, and Gay's River. In 1873, there were fifty-three mines open, mostly in small areas, and worked upon the tribute system. Only one or two are alluvial mines.

The auriferous lands of British Columbia do not appear to be confined to any single district of that great Province. They extend all along the Fraser and Thompson rivers, and are particularly rich in the district of Caribou, and the new gold mines of the district of Ominica, in the north of Columbia, appear to extend over a very large tract of country.

On Vancouver Island very valuable stream washings have been wrought for a long time. On the mainland the gold of the Fraser and North Thompson rivers seems to be derived from the "terrace deposits" which border these rivers, and affords a fine field for hydraulic mining.

In many localities quartz veins intersperse the slaty rocks, and it seems to be established that from the United States frontier to the fifty-third degree of north latitude, and to a width of from one to two hundred miles, gold is found nearly everywhere.

The yield is gradually increasing, that for 1874 being in the neighbourhood of a million and a half of dollars, and an increase of over four hundred thousand dollars beyond that of last season.

Gold is also distributed at some points on the east side of the Rocky Mountains, and has been met with in the branches of the Saskatchewan, from Edmonton to the forks. Mr. Selwyn says that it is, no doubt, "washed out of the drift, and as there is little probability of its having come from the unaltered strata underlying the plains, it is to be inferred that it has been derived from the crystalline rocks to the north-eastward, probably somewhere between the Methy Portage and Athabasca Lake. These rocks lie at a distance of only about 250 miles from Edmonton in that direction."

Antimony is found in workable veins at Prince William, near the Woodstock road, in New Brunswick. The ore is sulphuret of antimony, occurring both in pure masses and more or less mixed with gangue. No other workable deposit is known, we believe.

II. MINERALS USED IN CERTAIN CHEMICAL MANUFACTURES.

Iron Pyrites is of three species, but only one—the common cubic pyrites, or bisulphuret of iron—is of any economic importance. This is used chiefly for making sulphuric acid and coppers. Considerable deposits occur at Elizabethtown, near Brockville, Ontario; also at Garthby and Ascot, in the Eastern Townships of Quebec. In New Brunswick it is abundant in the strata of the St. John group in Queen's County.

Chromium, or chromic iron ore, is chiefly used as an ingredient in the production of bichromate of potash, used in dyeing and calico-printing. It is met with in considerable quantities in Quebec, in the townships of Ham, Bolton, Melbourne, and at Gaspé, but is not yet used commercially, although it could be to advantage.

Manganese, used in the manufacture of chlorine, is to be found on Lake Superior. In Quebec at Stanstead, Bolton, and St. Mary's, and in New Brunswick at Markhamville, King's County, it is mined to a considerable extent. It is also found in Hants County and elsewhere through Nova Scotia.

Titanium, or titanite iron ore, is used for the production of titanite acid for the manufacture of colors. It is also susceptible of other applications in the arts.

The largest body of this ore known in Canada is at Bay St. Paul, in Quebec. It is, however, often found through the Laurentian series. This ore has been more particularly referred to in the classification of iron ores.

Molybdenum, a rare metal, exists in nature for the most part as a sulphuret, and is used for dyeing silk, cotton, and linen, and for other purposes. It is found in some quantities on the north shore of the Gulf of St. Lawrence, and at Harvey Hill, near Leeds. It is also met with on Lake Superior. It is a mineral, soft and unctuous to the touch, of a leaden-grey colour, and is often mistaken for plumbago, from which it is, however, distinguished by its much greater weight.

Magnesia and its salts are extensively used in pharmacy. It is obtained from serpentine or hydrous silicate, from magnesian limestone or dolomite, and from the native carbonate. The latter is much better fitted for the preparation of magnesian salts than either serpentine or dolomite. It is a rare rock in most parts of the world, and it is therefore not improbable that the large quantities of it to be found in the Eastern Townships of Quebec, particularly near Bolton, may one day become an article of export.

III. MINERALS USED IN AGRICULTURE.

Phosphate of Lime, or apatite, is used in the arts for the manufacture of phosphoric acid and of phosphorus, and in the composition of certain porcelains; but its largest application is as a fertilizer, after being manufactured into the superphosphate of lime.

This substance is found in abundance among the Laurentian rocks of Canada, and in Ontario, along the Ottawa, and the line of the Rideau Canal, near Perth, it extends over an area of many square miles.

Its production has been for some years now successfully attempted at the large deposits in North Burgess, South Crosby, and Elmsley, and Bedford, Stonington, and Loughborough, where there are a very great number of locations worked, and a large amount of phosphate is exported.

Latterly very valuable deposits of apatite have been discovered and opened for mining on the north side of the Ottawa, in Buckingham, Templeton, and Portland townships.

Gypsum is found in great abundance in Ontario; the outcrop extends from the Niagara River to Lake Huron for a hundred and fifty miles; but the mines now worked are comprised in about thirty-five miles along the Grand River, in Cayuga, York, Seneca, Brantford, and Paris. A very large amount is annually raised and used as a fertilizer, or ground for cement and stucco.

In Quebec, the supplies come mainly from the Magdalen Islands. Extensive and practically inexhaustible beds of gypsum are found in New Brunswick, on the Tobique River, at Hillsborough, Sussex, and other points. There are important works near Hillsborough, in Albert County, for the manufacture of plaster from the gypsum which abounds in that neighbourhood. There are extensive beds also worked in Nova Scotia, at Windsor, Cheverie, Parrsborough, Black River, and elsewhere, and a very large product is exported thence to the United States, or sent to local markets.

Marl, or carbonate of lime, is found in marshes and shallow lakes, where it is formed by the waters of springs highly charged with lime, which is held in solution as bicarbonate, and deposited when the waters come to the air.

When calcined, marl yields a nearly pure and white lime for mortar and other uses. It is often overlaid with deposits of black mould or peat, and is used as a valuable manure for sandy soils.

It is found in many localities in Canada; in Ontario, deposits of it are abundant in the counties of Bruce and Grey; also at Kingston, Loughborough Lake, Elmsley, McNab, and along the Ottawa. In Quebec, it exists at Argenteuil, St. Armand, the island of Montreal, Gaspé, and the island of Anticosti. Workable deposits of it are not found in the Lower Provinces.

Salt was discovered in 1866, near the town of Goderich, Ontario. The brine here obtained is one of the purest and most concentrated known for the manufacture of salt. The borings go down through the limestones of the Onondaga and Guelph formations, and two or three hundred feet of red and blue shales, which carry rock-salt as their base. The area is extensive, extending from Clinton, through Goderich, to Kincardine, a distance of over forty miles long by seven or eight wide. The manufacture has become important in its dimensions, the position of Goderich on the lake, and at the terminus of a railway, offering great advantages.

Salt springs exist, and no doubt salt deposits, in Manitoba and the whole country north of the Saskatchewan River. They are found at Black Sturgeon River and Lake Manitoba; and on Salt River, an affluent of Slave River in the North-west, Sir John Richardson, in 1820, reports seeing copious springs issue from the base of a long ridge some hundreds of feet high, and, spreading their water over a clayey plain, deposit much pure common salt.

In Nova Scotia, the salt springs of Cape Breton appear to issue from rocks lying towards the base of the Lower Carboniferous formation, and are situated on the north side of the Little Narrows of Bras d'Or Lake. Here several saline springs of more or less strength occur in close proximity over an area of about twelve acres of flat marshy land. Much hydrated peroxide of iron is deposited in the water-courses, the odour of sulphuretted hydrogen pervades the atmosphere in the vicinity, and the vegetation is destroyed around all the springs. The strongest spring discharges from 100 to 200 gallons per minute. It is stated that, by evaporating in two com-

mon iron pots, each containing about three gallons, from two to three bushels of salt were made per day, and it had been proposed many years ago to establish works for the manufacture of salt at this place, but the enterprise has not been carried out. At Springhill, Cumberland County, a company is working the salt wells to a large extent.

IV. MINERALS USED AS PIGMENTS.

Under this head come the minerals used as paints. The marls just alluded to are sometimes used in this way for whitewashing, or mixed with cheap colours.

Iron Ochres, similar in composition to limonite or bog-ore, but being soft and pulverulent, instead of forming solid masses, are extensively used as cheap paints. The colour of these ochres is generally a shade of yellow or reddish brown, but sometimes purplish or blackish hues are met with.

These ochres are extensively manufactured in Canada, and are found most abundantly in Quebec, at St. Anne's, Cap de la Madeleine, and Durham. In Ontario, at Owen Sound and Nassagaweya, these ochres are found in large quantities, and at one or two places in the Lower Provinces, in a smaller degree.

Sulphate of Barytes is also used as a paint, or for mixing with other pigments as an adulteration, by reason of its greater weight. It is largely used in the composition of cheap white paints. It is also used as a surface gloss for paper-hangings. It is found in Ontario, in Lansdowne and Burges townships, and from Pigeon River to Fort William, on Lake Superior; and at Gaspé, in Quebec. A beautiful vein of this mineral occurs in the township of Hull, in this Province, varying from two to three feet thick, on a property owned by Hon. Peter Mitchell and F. P. French, of Ottawa. It is of an opaque white colour, and nearly pure.

V. COMBUSTIBLE AND CARBONACEOUS MATERIALS.

In the Central Provinces of Canada, coal cannot be counted among the economic minerals; but in both the Atlantic and Pacific Provinces it is found in quantities to make it of the first importance.

In Nova Scotia, coal-mining assumes large proportions. The principal localities of the coal-fields are in Cape Breton, and in Pictou and Cumberland counties, though veins have been traced, and in some instances opened, in Victoria, Inverness, Richmond, Hants, and Guysborough counties.

We cannot attempt any strictly geological description of these fields, but refer the reader to the extensive reports of the Geological Surveys, or the valuable work on "*Acadian Geology*," by Dr. J. W. Dawson, of McGill College, Montreal. From his widely extended examinations of the Carboniferous rocks of Nova Scotia, Dr. Dawson has subdivided the system into five subordinate formations in descending order:

"1. *The Upper Coal formation*, containing coal-formation plants, but not productive coals.

"2. *The Middle Coal formation*, or coal formation proper, containing the productive coal-beds.

"3. *The Millstone-grit Series*, represented in Nova Scotia by red and grey sandstones, shales and conglomerates, with a few fossil plants and thin coal-seams, not productive.

"4. *The Carboniferous Limestone*, with the associated sandstones, marls, gypsums, etc., and holding marine fossils recognized by all palæontologists who have examined them as Carboniferous.

"5. *The Lower Coal measures*, holding some, but not all, of the fossils of the Middle Coal formation, and thin coals, not productive, but differing both in flora and fauna from the Upper Devonian, which they overlie unconformably."

These overlie generally a series of metamorphic rocks, consisting of quartzites, felsites, altered slates, and conglomerates, which are probably of Devonian and Silurian age.

The productive coal-measures of Pictou County consist of seams of good bituminous coal, interspersed with black carbonaceous shale, and in some parts with sandstones and fire-clay. The coal-seams vary in thickness from two or three to thirty-six feet.

The coal-fields are divided into mining areas, which are leased by the Province under the authority of a Commissioner of Mines. In the Pictou district, the principal mines are:

The Albion Mines, worked by the Halifax Company (limited), having an area of four square miles, with a number of collieries in active operation. The greatest depth reached in the borings is about 900 feet. A railway, six miles long, with numerous branches and sidings, connects the mines with the loading-ground. The loading-wharf is at Pictou Harbour, extending 400 feet into 22 feet of water. The output of these mines is about 150,000 tons per annum.

The Acadia Coal Company hold, under three leases, an area of six square miles. On one area is a peculiar oil-coal, containing from 65 to 120 gallons crude oil to the ton, and valuable for gas-making and distillation. The company also possess a railway of three and a half miles to the Intercolonial junction, and a shipping-wharf, with 26 feet of water, at Pictou Harbour. Their output is from 120,000 to 140,000 tons per annum.

The Intercolonial Coal Mining Company, of Montreal, have an area of three square miles. Their principal colliery, the Drummond, was the scene of an explosion a few years since, which seriously retarded their outputs, but they have facilities for upwards of 100,000 tons per annum, with extensive wharfage on Middle River.

The Nova Scotia Coal Company have an area of four square miles, and a shipping-wharf at Middle River. Their capacity is upwards of 100,000 tons per annum.

The Vale Mine, belonging to Sir Hugh Allan, of Montreal, has an area of three square miles, and a capacity not yet fully developed, but promising results equal to its neighbours.

In this district, several more mines, covering an area of several square miles, are under lease, but not worked at present.

The Pictou coals, long known as good house-coals, have, by recent experiments, been proved of sound fitness for steam-coals and gas-making.

The Cape Breton coal-mines are still more important and extensive than those of Pictou. The Eastern or Sydney coal-field is the most important on the island, comprising an area of over 200 square miles. Bounded on three sides by the Atlantic Ocean, and with the whole coast deeply indented with bays or harbours, notably those of Sydney and Louisburg, this district appears to be the most important in the Dominion for the supply of fuel to the numerous steamers navigating the Atlantic.

Mr. Charles Robb, who made a critical examination of this coal area in 1873, and detailed measurements of the exposures at various points, gives it as his opinion that the whole region occupied by the productive coal-measures in the eastern coal-field of Cape Breton is probably underlaid by only one set of seams, the continuity of which, however, is interrupted by bays or inlets.

The aggregate thickness of coal in workable seams is from forty to fifty feet, the seams varying from three to nine feet in thickness. All the seams dip at a low angle seaward, and much of the coal will be available, with due caution and care, in the submarine, as well as in the land, areas.

The coal is of a nearly uniform bituminous variety, much of it applicable for the manufacture of gas, and comparable, for steam purposes, to the best English coal.

As compared with Pictou coal, it is characterized by a greater proportion of combustible matter and less ash; but, on the other hand, it contains more sulphur.

Of all the coal-mines in Cape Breton, the Sydney Mines are not only the first established, but by far the most extensive and important. In 1827, these mines came under the exclusive control of the General Mining Association, a London company, who now hold under lease in the district more than 30,000 acres, which are, for the most part, underlaid by large workable seams of coal. From 1827 to the present time, this company have worked their mines regularly and systematically, and in the most skilful and economical manner. Mining operations have been confined to three seams at these mines, of which the principal is the Sydney main seam, about six feet in thickness. An estimate has put the available coal of this seam alone at over 38,000,000 tons. Four miles of railway connect the mine with loading-wharves at North Sydney. The capacity of this mine with the present works is from 150,000 to 200,000 tons per annum, which may be more than doubled by additional works.

The Lingan Mine, belonging also to the General Mining Association, covers an area of fifteen square miles, and is underlaid its entire length by several important seams of coal. It is a specially good gas-coal, and largely exported for that purpose. The capable production of this mine is about 100,000 tons per annum, though not so much, by half, is produced.

The Victoria Mine coal, for house and steam purposes, is among the best in the district. The area is four miles, and the annual average production from 15,000 to 20,000 tons.

The International, Caledonian, Gardiner, and Little Glace Bay mines are situated a few miles from Sydney Harbour, and are connected with it by a line of railway, and have respectively four, two, and three mile areas. Their average capacity is somewhere about 100,000 tons per annum each; but, of course, it is not fully worked up to. The coal is chiefly exported to New York and Boston.

The Gowrie and Block-House mines, on Cow Bay, are of importance, the latter being regarded, from the size and quality of the coal-seam and its advantageous situation for shipments, as, next to the Sydney Mine, one of the most important and productive in Cape Breton. The works of the Block-House Mine are equal to 1000 tons per day, and 600 tons per day have been, in some seasons, delivered from the mine. The coal is extensively exported as a steam and gas coal of superior quality.

The "Glasgow and Cape Breton Coal and Railway Company," an association of English capitalists recently formed, has amalgamated under one management with the railway, the mining areas of Lorway, Emery, Reserve, Haven, Lake Balmoral, and Schooner Pond.

The railway, eighteen miles in length, from Sydney Harbour to Schooner Pond passes through, or connects by short branches with, all these mines. The road is a three-foot gauge, substantially built, and ballasted with rubble and slack coal, and equipped with Fairlie engines and a sufficient number of English four-ton coal-wagons, and is being extended to the port of Louisburg, which will add materially to the value of this coal-field, by furnishing an outlet the whole year round from what must one day be one of the most important coaling stations on the Atlantic seaboard.

The New Campbellton Mines were reopened in 1873. The property comprises three square miles, a small proportion of which is sea area, but easily accessible from the land. It is situated on the northern side of the Great Entrance of the Bras d'Or Lake, a very extensive and deep arm of the sea stretching far into the interior of the Island of Cape Breton, and lies at the north-western extremity of the Sydney coal-field, and about thirteen miles distant, on the course of the beds, from the Sydney Mines. Most of the coal-seams of the Sydney Mines are traceable throughout the whole of this distance, and although at the Great Bras d'Or Entrance their direct continuity seems to have been interrupted, and their course deflected con-

siderably to the west, it is nevertheless believed on good ground that some of the most important seams of the district underlie the New Campbellton property in a basin-shape, with their outcrops comprised entirely within the area.

Three seams of coal, aggregating twelve feet, are included within a thickness of 110 feet on this property, and considerable coal has been obtained since their opening. Supposing these three seams to maintain their thickness, and to be unaffected by faults, they will underlie, at a moderate and easily workable depth, an area of 1000 acres, and contain 18,000,000 tons of coal, exclusively of the vertical portions of the seams, which may be estimated to contain 8,000,000 or 10,000,000 tons additional. It is proper to mention, however, that the six-foot seam, where cut and partially worked at the tunnel, is irregular in thickness, and may not prove to be workable throughout its whole extent; but, on the other hand, there are evidences of the existence of other seams lying both above and below those specified. The coal from these mines is shipped from Kelly Cove, a capacious and sheltered harbour three miles from the ocean and close by the mines, with which it is connected by a railway one and a quarter miles long.

The mines of Cumberland County have only lately assumed importance, but recent surveys are proving the coal-fields underlying this region to be very extensive.

The workable seams of coal are numerous, running from two to thirteen feet, with an average dip of thirty degrees. The report of the late Mr. Edward Hartley on the Springhill coal-field, which comprises the most important section of this county, speaks highly of its character and value, as follows:

"An examination of the external character of this coal shows it to be a bituminous coal of a moderately compact texture, and not inclined to fall to pieces or *slack*. Its colour is a bright, brownish black, brilliant except on the faces of the *partings*, which show a few patches of mineral charcoal. But a small proportion of the sample shows a shaly lamination, or tendency to break with the planes of deposition.

"The analyses show this coal to belong to the class known as highly bituminous, or *fat* caking coals, in character very similar to those of the north of England, known as North Country or Newcastle-Hartley coals.

"The high rate of volatile to fixed combustible matter should render this coal, in common with the Newcastle coals which it resembles, an admirable gas-coal, while in the amount of sulphur it falls much below the average of Newcastle coals; therefore the gas obtained from it should be very easily purified.

"The coke of this coal appears in every way well adapted for iron-smelting, as it is firm and rather compact, and in contents of ash and sulphur will compare favourably with that from any coal of the Provinces, the latter being a most important point to consider in its value for iron-smelting."

The Joggins Mine, with an area of two square miles, is situated on the coast at the entrance to Cumberland Basin, and is the oldest in this region, with good shipping facilities, and works capable of an output of about 50,000 tons, but not working up to quite half that amount.

The Scotia Mine has an area of four square miles, but is only lightly worked as yet.

The Springhill coal-field is situated about twenty miles south-east of the Joggins shore. The Springhill Mining Company's area of three square miles has attracted much attention, as being the most important mine yet opened in the recently surveyed district. The great eleven-feet vein in this area has been traced and proved, and a rapid development of the mines of the district is probable.

The Springhill Company have opened their workings successfully. Two slopes have been commenced fifty chains apart. The west one has been driven about 420 feet, and the requisite pumping and winding machinery erected. The engine is a single sixteen-inch cylinder with a four feet six-inch stroke, geared three to one, and driving a nine-foot drum. Engines of a heavier class and more permanent character are in course of erection at the east slope, where in future the principal output is expected to be made.

A good deal of coal is being marketed by means of the Springhill branch, four miles in length, of the Intercolonial Railway; but when the completion of the Springhill and Parrsboro' Railway opens communication with a good port of shipment, it will enable them to ship to the New England markets, and compete with the Cape Breton coals for gas-making purposes.

The capable production of this mine depends on the extent of the works erected. The seams of coal are abundant to supply exhaustless quantities.

The Springhill and Parrsboro' Mining and Railway Company, who are building the road before alluded to, and the General Mining Association, and others, have large areas in this field awaiting development.

Borings and surveys made in 1874, by Mr. Scott Barlow, have shown the existence of many valuable seams from six to thirteen feet in these properties, which will no doubt be soon actively mined.

The mines of the remaining counties of Nova Scotia require no special notice.

The total output of all the mines is from 1,000,000 to 1,200,000 tons per annum. Those of Inverness County are of extent and value, with a bituminous coal of excellent quality, but hitherto their development has been retarded by the want of a port of shipment, a fault which is likely soon to be remedied by the construction of a railway connecting the coal-mines of Broad Cove, Mabou, and other parts of the county with a shipping-port on the Strait of Canso, and the railway system of Nova Scotia.

The great Carboniferous area of New Brunswick has a triangular form, the base resting on the Gulf of St. Lawrence, and the apex situ-

ated near the boundary-line between the counties of York and Charlotte, embracing fully one-third of the area of the Province.

Much of it is yet unexplored in detail, but a survey was begun, in 1873, of the counties of Queen and Sunbury, and part of York, which it is intended to extend over the whole area. The coal formation of New Brunswick is divided by the reports into three series, the Lower, Middle, and Upper Carboniferous formations, with a base of conglomerate rocks.

The limestones which are so common in the Carboniferous rocks of Nova Scotia here appear to be generally wanting, but the red conglomerates and sandstones which accompany these limestones are universally distributed, making a close lithological resemblance to the underlying series of the Pictou coal-measures. No extensive mining operations have yet been carried on in the district under survey, though several small mines are opened, and coal to a considerable amount is taken out at points near Grand Lake and on the Newcastle River. In this area the coal-croppings are numerous, and the country is everywhere occupied by the strata of the Middle Carboniferous formation (productive coal-measures).

On the Salmon River, coal was mined nearly two centuries ago by the French; and on the North Branch several good indications are seen, and on Coal Creek mines have been worked to some extent.

West of the St. John River, coal-seams are exposed at various points on the Nerepis River.

A valuable seam has lately been opened, called the Clones Coal-seam, near the source of the Nerepis, and with easy communications to a market. On the Otnabog and Mercereau brooks, in the same locality, outcrops of coal exist.

The total area of this district over which workable seams of coal may be looked for, is over 1900 square miles, and we cannot do better than quote from the report of the surveys of 1872-73 a few words on this point, to show (as a curiosity of figures to the uninitiated) the calculations of the possible enormous quantity of coal beneath:

"We are not yet possessed of sufficient data to justify the assertion that the various outcrops of coal met with over this area, and at widely separated points (such as Clones, the Washademoak, Otnabog, Little River, Nashwaak River, etc.), belong to the same seam as those at Grand Lake, though there are facts which favour such a supposition; there is, however, no reason to doubt that those in the neighbourhood of the last-named lake are all of the same seam, and that consequently the area over which it may be safely regarded as extending is a very considerable one. Thus the areas of the Newcastle, Salmon River, and Coal Creek coal-fields are about one hundred and twelve square miles. Adopting twenty inches as the average thickness of the coal-seam, and 79.4 lbs. as the weight of a cubic foot of coal (the specific gravity being 1.27), and deducting one-fourth for the areas occupied by Salmon River and Grand Lake, the total amount of coal within the areas in question would be (at the rate of 2000 lbs. to the ton) not less than 154,948,147 tons.

"It is, however, to be observed that the true area of the coal-fields in question, and more particularly that of Newcastle River, is probably much larger than has been stated above; the line which has been chosen as marking its western limits really indicating only the point where the rocks of the Middle coal formation pass beneath those which form the highest member of the Carboniferous system, and under which they could probably be reached at no great depth. The occurrence of a coal-seam on Little River in Sunbury County, having about the same position and thickness as those of Newcastle, renders this supposition highly probable. Moreover, the thickness of the coal-beds at Clones does not differ very greatly from that of the beds at Grand Lake, and it is not improbable that a large part of the area occupied by the productive measures, and more particularly where the Newer coal formation exists, is underlain by the same seam. Supposing this to be the case, and deducting one-third for the area occupied by the barren measures at the base of the Middle Carboniferous formation, or rendered unavailable by being covered with lakes, the possible total yield of coal from a seam of twenty inches covering the remaining area would be not less than 3,510,436,357 tons. Setting aside, however, this supposition as confessedly based upon too imperfect data, we can still hardly doubt that the area over which the principal seam of coal in the Grand Lake region may be reasonably supposed to extend, is at least two or three times greater than that employed in the above calculations, and that therefore the estimate of its productive capacity may be fairly increased in a corresponding ratio."

It is to be regretted that the report of the surveys of this region made by Professors Bailey and Matthews during 1874, could not also be obtained in time for this article, as being likely to show more particular developments.

There exists also in Hillsboro' County, New Brunswick, a famous mine of coal called the Albert Mine, which produces coal largely impregnated with oil, and of extraordinary gas-producing qualities. It has long been disputed whether this was a bed or a true vein, but the late Mr. Hartley, of the Geological Survey, confirms by his report the view taken by Dr. Dawson and others, that it is indisputably a vein. When the discussion first arose, the mine was only 300 feet deep, and worked 300 feet on the strike; now it is 1300 feet deep, and worked over half a mile on the strike. This coal, called Albertite, is said to yield 100 gallons of crude oil to the ton, while of gas the yield is 14,500 feet, of superior illuminating power.

Coal has been found, and is supposed to exist in large quantities in the North-west Territories, but as yet of the actual extent little is really known. In 1873, Mr. Selwyn conducted an exploration from Fort Garry in Manitoba to the Rocky Mountain House, returning by way of the Saskatchewan River and Lake Winnipeg; and Mr. Robert

Bell made a survey between Red River and the South Saskatchewan, and between Red River and Lake Superior.

From these reports we gather all that is yet known of these coal-deposits, which are likely, at no distant day, to be of great value in assisting in the settlement and development of the North-west, and in serving perhaps as sources of a fuel-supply to the Canadian Pacific Railway.

From Mr. Selwyn's report we may briefly quote the finding "on the North Saskatchewan River, between Edmonton and Rocky Mountain House, of a number of flat-lying workable seams of good coal; one of them measuring, in two exposures upwards of four miles apart, from eighteen to twenty feet in thickness, and very favourably situated for working." Also farther down the stream, "at about a mile and a half below the mouth of Clearwater, on the left bank, a seam of excellent coal crops out, said to be from two to three feet thick. A considerable quantity of coal has been raised from it for use in the forge at the fort, for which purpose it is found to answer well. It is a hard, bright, jet-like coal, and does not split up on exposure like that from most of the other beds in the vicinity. The analyses of seams which crop in the banks of the river, between Rocky Mountain House and Edmonton, serve to show that the lignite coals of the Upper Saskatchewan are very superior to those met with farther to the south, along the boundary-line, and in the Qu'Appelle Valley. The latter appear to be all of Tertiary age; whether the Saskatchewan coals are of the same age, or Cretaceous, is at present uncertain." He also says, "There can be no question that in the region west of Edmonton, bounded on the north by the Athabasca River and on the south by the Red Deer River, there exists a vast coal-field covering an area of not less than 25,000 square miles; and beneath a large portion of this area we may expect to find workable seams of coal at depths seldom exceeding 300 feet, and often, as in the case of the thick seams above described, very favourably situated for working by levels from the surface.

"These coals may all be classed as brown coals, although in physical character they mostly resemble bituminous coals of the true Carboniferous. Regarded as brown coals, they may all be considered the best of their kind.

"As a fuel for locomotives and for domestic purposes, including cooking as well as warming, the coal in general answers very well. It kindles and burns freely, making a bright fire with a yellow blaze and comparatively little smoke."

Comparing recent investigations with the report of the late Professor James T. Hodge on the coal-mines of the Rocky Mountains, in Colorado, Utah, and Wyoming, which are now being largely worked, there appears every reason to believe that those seams undoubtedly belong to what may be regarded as only the southern prolongation of one vast and widespread coal-bearing formation, extending, with but few interruptions and with wonderful uniformity of character, from the shores of the Arctic Ocean for thousands of miles along the eastern slopes of the Rocky Mountains.

Between the Red River and South Saskatchewan, lignites were found at Dirt Hills and Woody Mountain, but not of as good a character as the brown coals above mentioned. Similar coals were also found in the Souris Valley.

We have only now to notice the extensive coal-fields of British Columbia.

The coal-bearing formation of Vancouver Island may be divided into two subordinate troughs, the north-western being described as the Comox, and the south-eastern as the Nanaimo coal-field. The coal is of a true bituminous character, the veins or seams running through strata of grey sandstone and argillaceous shale. The Comox area, on the north-western end of the island, extends from Brown's River, a tributary of the Puntledge, on the north-west, to Sable River on the south-east, on which the Baynes Sound Coal-mine is situated, and it also includes Denman and Hornby islands. The Union and Beaufort mines in this area are raising large quantities of coal for export. At Baynes Sound Mine operations are also carried on extensively. The seams of coal vary from nine inches to ten feet.

The Vancouver Island Coal Company's works at Nanaimo are on a six-foot seam, and they work other seams also at Newcastle Island. These mines produce about 40,000 tons per annum with the present facilities. The Nanaimo area includes a number of islands, on some of which mines have been opened.

Coal has also been found on the mainland near Chilliwack River, but nothing is known of its thickness or extent.

In Queen Charlotte Island the coal is an *anthracite*, occurring in strata with black argillaceous shale and grey trap or sandstone, with nodules of ironstone interstratified with the shale. The Queen Charlotte Coal-Mining Company have for some time undertaken to mine this coal for export, but with only partial success. This may be improved by more careful management and surveys.

The coal trade of this Province is yet in its infancy, and with more thorough surveys and improved mining it must soon develop into an industry of the first importance. The output of the mines of the Province for 1874 was less than 100,000 tons, but with the advantages of position, and the markets of California and the Lower Pacific coast open to supply, there should be a large increase in production before long.

Bituminous shales exist in large masses at Collingwood in Ontario, where works were erected for their distillation, and they produced oil in quantities equal to about three per cent. of the rock. At Bosanquet they yield about 4.2 per cent. of oil, or about ten gallons to the ton. In Quebec the shales at Gaspé are said to be rich in oil.

New Brunswick possesses some very rich bituminous shales, the Blackband, in Albert County, yielding sixty-three gallons of crude oil to the ton. Others on the Memramcook yield thirty-seven gallons. The Blackband shales are also capable of yielding 7500

cubic feet of gas per ton, or about one-half the quantity afforded by the mineral Albertite. There are rich beds of these shales in King's, Albert, and Westmoreland counties.

Petroleum occurs in the limestones of both the Trenton group of the Lower Silurian series, and the Carniferous formation of the Devonian series, and it is from the latter that the oil-springs of Ontario take their source.

At Enniskillen, Bothwell, Petrolia, and other towns of Western Ontario, immense numbers of wells have been sunk, and the capital employed in the production and refining of petroleum is over \$15,000,000, with an annual yield which has risen to 25,000,000 gallons of crude oil, and twelve to fifteen millions of gallons of refined petroleum. Petroleum is also found largely diffused through Gaspé in Quebec, but little has been done in its development comparatively, although a few hundred thousand gallons are yearly produced. In Manitoba and the North-west, from the western shore of Lake Winnipeg, up the Saskatchewan Valley, and to the north of it, lies a great belt of palæozoic rocks with an average width of sixty to seventy miles, and extending in British territory from the forty-ninth parallel to the mouth of the Mackenzie River.

Almost the only reliable information relating to this region north of the Saskatchewan is to be found in the narratives of Sir Alexander Mackenzie and Sir John Richardson, published respectively in 1801 and 1851, and who observed "bituminous fountains"; but Mr. Selwyn, in his late report, says: "In the comparatively few localities where the rocks composing it have been examined they appear to be characterized, like the formations of the same age in Western Canada, by deposits of salt and petroleum, giving rise to copious springs of these valuable materials. And there seems but little doubt that Canada has here a salt and oil bearing region surpassing in extent and productive capacity any hitherto developed on the American continent."

Peat exists in great deposits in Quebec, in the plains along the St. Lawrence and its tributaries. It is of a gradual vegetable growth often resting on a layer of shell marl. The largest deposits occur near Chambly, St. Sulpice, Longueuil, and Ile Verte. On the island of Anticosti there is a deposit of excellent quality of over a hundred and sixty square miles, and from three to ten feet thick. Some of the peat-bogs are being worked to advantage of late years by large companies formed in Montreal.

In Ontario, large deposits are found at Nepean, Gloucester, Westmeath, and other points.

Extensive deposits of peat presenting the same features as those of Quebec occur in New Brunswick, in St. John County, on the Mispic Barrens, along the coast near Musquash Harbour and Passamaquoddy Bay, and on the line of railway near St. Stephen's.

VI. REFRACTORY MINERALS.

Those minerals which are used in the construction of furnaces, or generally for withstanding heat, are technically called *refractory substances*. First in order comes

Plumbago, or graphite, commonly known as black-lead, which receives several applications in the arts. The finer varieties, used for pencils, command a very high price; the inferior qualities are used for preventing friction in machinery, and for stove-polish. The most important use, however, is for the manufacture of crucibles and melting-pots, and for small furnaces for assayers and chemists.

The plumbago of Canada is a pure crystalline plumbago, and is found principally in the Eastern Townships, and at Grenville and Buckingham, where valuable mines are worked. It is also found at Burgess and North Elmsley, in Ontario, and near Kingston. At a few points in New Brunswick this mineral is found in available quantities. The largest deposit is in the vicinity of St. John, near Portland, on the Straight Shore, where for many years the mines have yielded largely a plumbago well suited for foundry facings and stove-polish. In the vicinity of Windsor, in Nova Scotia, plumbago is also found and exported.

Mica occurs in the limestones and altered rocks of the Eastern Townships at Grenville, where mines are opened. At North Burgess in Ontario, also, a valuable mica-mine is worked, where plates of unusually large size have been obtained. The value of mica depends upon the size, transparency, and perfection of the plates. It is frequently found in large masses, which may be separated into thin, transparent plates. Mica in this form, as is well known, receives various applications in the arts, being employed for the fronts of stoves, for lanterns, and for the chimneys of lamps. As it is not liable to be broken by concussion, it is also used instead of glass in the windows of ships of war; and it has received several other applications of less importance.

Soapstone, or steatite, is used for an infinite variety of purposes, such as small furnaces, stove-linings, culinary vessels, water-pipes, cistern-linings, and, when heated and made harder and polished, it is used for gas-burners, buttons, etc.

In Québec, a workable bed exists at Potton, in the Missisquoi Valley, and, no doubt, in other parts of the same magnesian band. A variety called pyralolite is found at Grenville and on the Saguenay. Another variety, less refractory and less unctuous than true steatite, but applicable to many of the same uses, is potstone. At Bolton and Broughton, beds of this pure, compact chlorite are met with, having a breadth of twenty feet, from which large blocks and plates may be cut by a common mill-saw.

Sandstone, and sand suitable for constructing furnaces and smelting metals, are to be found in many parts of Canada. In the nearly

pure siliceous sandstone at Grès Rapids, on the St. Maurice, blocks of large size are found, and used in the iron-furnaces of that vicinity. Moulders' sand is also found here, and at Laval, near Quebec. At Pittsburg, in Ontario, large quantities of stone for iron-workers is quarried, and at Perth, Brockville, and Owen Sound, moulders' sand exists in large quantities. It is also found at Windsor, and other points in Nova Scotia and New Brunswick.

VII. MATERIALS FOR BRICKS, POTTERY, AND GLASS.

Under this head may be noticed the clays for the manufacture of common bricks, tiles, and coarse earthenware. No clays fit for the finer kinds of pottery have as yet been found in the country.

Clays suited for the manufacture of bricks are found in a vast number of places throughout the Province. In Ontario, the clays are divided into two classes. The older and underlying deposit is comparatively free from oxide of iron, and yields white bricks, which generally, however, have a somewhat yellowish tinge. The white-brick clay is unconformably overlaid by another deposit, which gives red bricks. These white bricks, which are more esteemed than the red, are made in a great many localities, from the shore of Lake Huron as far eastward as Brockville. The average number of bricks made annually in Toronto is from fifteen to twenty millions, of which from seven to ten millions are white bricks.

In Quebec, the two kinds of clay which are distinguished in the West are no longer met with; but an extensive deposit of marine clay extends throughout the valleys of the Ottawa and St. Lawrence, and furnishes everywhere material for bricks. The two principal manufacturers at Montreal produce each about ten millions of bricks annually. Some beds of these clays are employed for the manufacture of coarse earthenware, which is manufactured at many places in either Province. Drain-tiles for agricultural purposes are also made at several places.

The white siliceous sandstone of the Potsdam formation affords, in many places, a material sufficiently pure for the manufacture of glass.

The specimens of this stone from Vaudreuil have attracted the attention of English glass manufacturers, who import a similar material from the United States, and who have made inquiries as to the price at which the sandstone could be furnished in England. A successful glass factory has since been established at Vaudreuil.

Good marine clays, furnishing material for bricks, are to be found at very many places in Nova Scotia and New Brunswick, so that they may be considered as generally obtainable for local use.

Fire-clay is met with beneath the coal-seams in the Newcastle district of New Brunswick, and has been shipped to some extent to St. John, but less attention has been devoted to it than its value and accessibility deserve.

Good red-brick clays exist at Fort Garry in Manitoba, and will be of considerable value to that Province, if care is taken in the proper mixture of suitable sand, and in burning.

Brick-clays exist near Victoria in British Columbia, and at many other parts of the coast, as at Comox Harbour and elsewhere.

VIII. CEMENTS AND MORTARS.

Under this head come the ordinary limestones and those suitable for making water-lime.

The Lower Silurian limestones of the Chazy formation and of the Trenton group afford, throughout their distribution, abundant material for the manufacture of lime, and they are extensively burned in many parts of the Dominion. From their general purity, and from their freedom from iron and magnesia, they yield a white lime well adapted for making fine mortar, for whitening walls, for agricultural purposes, and for the purification of coal-gas.

The Middle and Upper Silurian limestones of Ontario are generally magnesian, and have the composition of dolomite. When burned, they yield a meagre or magnesian lime, which is for the most part very free from impurities. These magnesian limes yield very strong mortar, but are considered to be less proper for agricultural purposes than those which contain no magnesia.

The limestones of the Laurentian series are very important, both from their extent and from the fact that wherever they occur the same region presents fertile valleys fit for cultivation.

Hydraulic cements are artificially made by mingling chalk or other carbonate of lime with a proper quantity of clay, and calcining the mixture. Where, however, natural admixtures of clay and carbonate of lime can be obtained in abundance, it is more advantageous to employ them than to resort to artificial preparations. When a limestone contains ten or fifteen per cent. of clay, it yields a lime possessing hydraulic properties, which increase with the proportion of clay; and when this amounts to one-third of the lime, the mixture yields a mortar which hardens almost immediately under water. Magnesian limes yield hydraulic cements equally good with those of pure lime.

Argillaceous limestones and dolomites, yielding good hydraulic cements, are known in many parts of Canada. Valuable quarries are found at Gaspé, at Quebec City, and other points in that Province, and at Nepean, Kingston, Thorold (an exceptionally good cement), Oneida, Brantford, and on Lake Huron in the Province of Ontario. Limestones, both of the ordinary and magnesian sorts, and of every shade from pure white to one which, from disseminated graphite, is nearly black, form thick deposits at the narrows of the St. John River in New Brunswick, and many large quarries are worked. Through the whole coastal group very pure white car-

bonates of lime are found in Charlotte and King's counties, the Nerepis River, Grand Manan, etc. Pure limestones are also found at Woodstock, Canterbury, and the north-western counties.

In Nova Scotia also, good limestones are found in Cumberland County, and near Windsor and Halifax, and at Big Bras d'Or and other parts of Cape Breton. In Manitoba and the North-west they abound near many of the lakes and rivers.

Limestones are abundant in British Columbia, both in Vancouver Island and the mainland, in those parts which have come under survey. They are of both grey and white descriptions, and afford an excellent building-lime.

IX. GRINDING AND POLISHING MATERIALS.

These consist of millstones employed for grinding grain, and, secondly, of stones used for grinding, sharpening, cutting, and polishing metals and stones. Besides these, mention may be made of garnet rock, sometimes used as a substitute for emery, and which occurs in Canada at Bay St. Paul and St. Jerome, in Quebec.

The French buhrstone, which is preferred to all other materials for the construction of mills for grinding grain, is a peculiar chert-like siliceous rock, having a porous or cellular texture, which renders its surface especially adapted for the purpose.

In the Laurentian series in Canada, however, a cellular chert of this kind occurs in large veins, apparently of aqueous origin, cutting the intrusive syenite of Grenville. The chert, which much resembles the French buhrstone in its character, has been pronounced to be equally well fitted for the manufacture of millstones. The portions at the surface are, however, injured by the weather; and the difficulties of quarrying the material from a vein in the hard syenite are such that it would probably prove more expensive than the imported buhrstone.

In various parts of the country, millstones, inferior to the French stones, but answering a very good purpose, are made from different hard siliceous rocks. Along the north shore of the Ottawa, on the Saguenay, at St. Cuthbert, Vaudreuil, and other points in Quebec, millstones of a good quality have been made from the quartzose conglomerates or granitoid gneiss rocks.

At Cayuga in Ontario good millstones are manufactured, and some points on Lake Superior possess rocks of a similar character.

For *grindstones* and *whetstones*, a sandstone well adapted is found in Ontario at Nottawasaga, Collingwood, and Madoc; and in Quebec, at Whetstone Point on the Chaudière Lake, Whetstone Island in Lake Memphremagog, and at Stanstead, Bolton, and Oxford.

In New Brunswick, sandstones of superior quality for making millstones or grindstones may be obtained in the Lower Carboniferous or millstone-grit series of rocks, near the head of the Bay of Fundy. Quarries have been opened at Shepody Bay and neighbouring points.

In Nova Scotia the quarries of Minudie yield excellent grindstones and scythe-stones, which are largely manufactured for export.

X. BUILDING-STONES.

Of these Canada possesses an abundance, both for common and decorative architecture.

Granite, syenite, and gneiss may be considered together, inasmuch as they pass into one another.

In Quebec, one of the most beautiful granites is to be found in the township of Stanstead, where a mass of it covers an area of about six square miles. This granite is a rather fine-grained and uniform mixture of white orthoclase and white quartz, with a sparing amount of black mica, giving a light grey colour to the mass. The rock is free from iron pyrites, and appears to be but little affected by the weather. It is capable of being easily split by wedges into blocks of almost any required size. This stone appears to compare favourably with the best granites of Great Britain and of New England. Although granite is more expensive to quarry and to dress than limestone, its superior beauty and durability cause it to be preferred for structures destined to be of a lasting nature; and the facilities now offered by railways enable these beautiful granites of the eastern region to find their way into all the Canadian markets.

Granite similar to the above is found at Barmston and Barford, and in many localities around the St. Francis and Megantic rivers.

Among the intrusive rocks of the Laurentian series, is a reddish syenite having an area of about thirty-six miles among the Laurentian rocks in the townships of Grenville, Chatham, and Wentworth. It is composed chiefly of a deep flesh-red orthoclase feldspar, and a greenish-black cleavable hornblende.

A very fine variety of syenite is obtained from Barrow Island in the St. Lawrence near Gananoque; and it is said to be common in numerous small islands from this nearly to Brockville. It differs from the last in containing but a small proportion of greenish hornblende. The quartz, which is more abundant than in the Grenville syenite, is somewhat bluish and opalescent; and this, with the rarity of the hornblende, gives to the rock a brighter red colour, which is very agreeable to the eye, and resembles that of the red Aberdeen granite.

The gneiss of the Laurentian series is in many localities well fitted for building purposes; but it occurs in districts removed from the towns, and has received but few applications.

Sandstones capable of being employed for building purposes abound in Lake Superior and through the Huronian series. At Lyn near Brockville in Ontario massive beds are found, from which sandstone was procured for the new houses of Parliament in

Ottawa, as also from similar quarries at Nepean. A belt of sandstone strata, from two to ten feet thick in its different beds, and known as the Grey-band, extends from Queenston to Collingwood, and from this sandstone University College in Toronto was built.

In the Province of Quebec, at Gaspé, on Anticosti Island, and at Vaudreuil, quarries of fine sandstone are to be found in abundance.

In New Brunswick, many excellent granites are obtained from those of the Laurentian system. At Eagle's Cliff, and at St. George in Charlotte County, in the Nerepis Valley, and on the St. Croix River, quarries producing excellent stone for architectural purposes exist. Sandstones of various textures and colours are abundant through the southern counties. The best is an olive-grey freestone in Albert and Westmoreland counties. Red freestones are found at Lepreau, and grey sandstones of a harder character in the county of St. John. Sandstones of fine building quality are found in Nova Scotia at Minudie, Cheverie, Hantsport, and Windsor.

The good grey *limestones* suitable for building are of frequent occurrence. The principal points worked for supply in Quebec are at Grenville, Grand Isle, Caughnawaga, and Pointe Claire. Large quarries are open near Montreal, derived from the grey beds of the Trenton formation. The band has a thickness of from eight to twelve feet, made up of beds of from three to eighteen inches. From these are derived the stones used in the best buildings of Montreal. Farther down the St. Lawrence, these limestones are to be found at very many points, and also at Murray Bay, the Saguenay, and Anticosti.

In Ontario, these limestones are to be found at Niagara and Guelph,—where the quarries are exceptionally good,—at Owen Sound, Brantford, and, in the eastern part of the Province, at Brockville, Bowmanville, Kingston, and Cornwall.

In North-western Ontario and Manitoba, supplies of good building limestones and sandstones are to be found on Lake Nipigon, the Black Sturgeon River, and elsewhere. The limestones of the parish of Portland and the narrows of the St. John in New Brunswick, already mentioned for lime and cements, will undoubtedly yield good material for building purposes.

In the valley of the Nerepis and the north-western counties, excellent building limestones are found, and in Nova Scotia they are also sufficiently abundant over most localities heretofore noticed.

In British Columbia, very beautiful crystalline limestones for building purposes, furnishing blocks of great size, are found at Mount Mark above Horne Lake, and at Texada Island.

At Yale, on the Fraser River, a very fine, greyish-white building granite is observed, and limestone suitable for building is found both here and on the Thompson River. At Newcastle Island near Nanaimo, most valuable grey sandstone quarries are worked for export to San Francisco and to Victoria.

Marbles.—The name of marble is applied to those varieties of limestone which, from their fineness of texture and colour, and from their susceptibility of polish, are proper for decorative architecture, or for sculpture. Marbles may consist either of pure or of magnesian carbonate of lime. The presence of foreign minerals generally renders a limestone unfit for use as a marble; but serpentine, which does not differ much from carbonate of lime in hardness, is often intermingled with it, and gives rise to some fine varieties of marble. This mineral may greatly predominate over the limestone, or even exclude it altogether; thus giving rise to serpentine rock, or opiolite, which through these admixtures passes into the marbles proper. As all of these have about the same hardness, and are employed for similar uses, they are not unfrequently confounded under the technical name of marble. The great variety of Canadian marbles, and the beauty of many of them, has attracted particular attention abroad; and the collection of Canadian marbles was especially commended in the Report of the Paris Exhibition of 1862. A fine collection is now exhibited at the Geological Museum in Montreal.

The crystalline limestones of the Laurentian series yield in many cases a strong white marble, which, although not generally fine enough for statuary, is well fitted for purposes of decoration. Among the localities on the Ottawa may be mentioned the Calumet Falls, Portage du Fort, and Fitzroy Harbour; which last has been employed for the Parliament buildings at Ottawa. Portions of the Portage du Fort marble are of a tolerably fine grain, pure white in colour, and of a quality well fitted for all purposes but that of statuary. Near Beverley, in the township of Bastard, beds of this limestone are wrought as a marble for tombstones. It is strongly coherent, but greyish-white in colour, and contains small spangles of mica and of graphite.

Many fine varieties of serpentine marbles are found in Quebec through the Eastern Townships, and at Melbourne, Orford, and St. Joseph, at St. Lin, St. Dominique, St. Armand, and Dudswell. These marbles are of infinite variety of shade and colour, pure white, dove-grey, red, brown, black, or of variegated tints, and they take a fine polish.

In Ontario at Cornwall, Barrie, and Arnprior are fine marbles of similar character. Marbles of crystalline texture admixed with bands of yellowish green and dark green serpentine are found in New Brunswick on the St. John River, but blocks large enough for ornamental purposes are difficult to obtain. For this reason the beds at Long Island on the west side of the river, opened some years since by the Hon. S. L. Tilley, have been abandoned, although the product obtained in small blocks was of considerable beauty.

In British Columbia, many of the white limestones on the mainland are of the fineness of texture and the hardness of marble; and in Vancouver Island, at Horne Lake, the limestone rocks produce a great variety of excellent ornamental marbles, suitable for almost all purposes. They are all more or less crystalline, and of white, whitish, dove-grey, and bluish colours; but none of the beds, so far

as observed, are sufficiently white and fine-grained to afford statuary marble. As a material for building purposes it could not be surpassed, as regards durability and the size of the blocks which could be obtained. Some of the beds present faces of from thirty to fifty feet in breadth, without, so far as could be seen, a single flaw or crack. The Qualicum River, which discharges Horne Lake, would afford any amount of water-power for driving all the machinery required for cutting, dressing, and polishing the marble. The limestone cliffs are from a mile and a half to three miles from the outlet of the lake.

Flagstones are to be obtained from many of the stratified rocks already mentioned as building-stones or marbles, the thinner beds being well fitted for floors, hearths, walks, and crossings.

Among the crystalline rocks of the Eastern Townships, the mica slates of Sutton Mountain will doubtless afford, in some parts, good flagstones.

The higher rocks on the west side of Memphremagog Lake, at Pottou Ferry, and on the east side for some miles above the outlet, afford beds of a greyish-brown, somewhat calcareous sandstone, which splits readily into slabs, some of them as thin as two inches. These may be obtained of almost any required size up to six feet by three, and often ten feet by five. The slabs are very regular in thickness, but their surfaces are somewhat rough, and would require a little dressing. Great quantities of these stones might be easily obtained along the lake-shore.

On both sides of the Rivière du Loup for some miles above its junction with the Chaudière, beds of fine-grained, dark bluish-grey sandstones are met with, some of which divide with the bedding into layers sufficiently thin for roofing-slates, while others would yield excellent flagstones, which may be obtained five or six feet long, by two or three feet wide, and not more than an inch in thickness. Similar flagstones and slates are met with at many other points in Quebec.

In Ontario, the Hudson River group furnishes thin-bedded sandstones fitted for flagging, which are exposed on the banks of the rivers falling into Lake Ontario in the vicinity of Toronto, and in other parts of its distribution farther west. The grey band of the Clinton formation affords along its outcrop thin beds of sandstones, which are well fitted for flagging, and are extensively used for that purpose in Toronto and in Hamilton.

In New Brunswick, material suitable for flagging is found in the sandstones of the St. John group, and in some of the northern counties.

In Nova Scotia they are procured from the thinner beds of the sandstones mentioned for building purposes, in Minudie, Cheverie, Hantsport, and Windsor.

Flagstones for both the domestic and San Francisco markets are obtained at Newcastle Island in British Columbia, in any quantity and of very large size.

Roofing-slates.—Extensive quarries of slates for the roofing of houses, and of a quality in no way inferior to the best Welsh slates, have within the last few years been opened in Quebec on the line of the Grand Trunk Railway, at Walton in the township of Melbourne, and good quarries are also found on the St. Francis River, and at Rivière du Loup.

In Ontario, good roofing-slates have been obtained on the north shore of Lake Superior, and on the east shore of Lake Nipigon.

In New Brunswick, the only slates suitable for roofing are the pale-grey micaceous argillites of Charlotte and Queen's counties.

A band of slate well adapted for this purpose runs through Charlotte County eastward, and is well exposed at Basswood Ridge, Oak Hill, Jerusalem Settlement, and Hampstead on the St. John River.

In Nova Scotia, a band of good slate occurs near Weymouth.

XI. MATERIALS FOR ORNAMENTAL PURPOSES.

Under this title may be considered certain porphyries, and other feldspathic and siliceous rocks, which are capable of being employed for vases, tables, inlaid work, and for various articles of ornament.

The hardness of these materials, and the consequent cost of cutting and polishing them, prevents their employment to any great extent, and causes the preference to be given, in many cases, to marbles and to serpentine. The latter, from its softness, and from the ease with which it is cut and turned in a lathe with the aid of ordinary tools, is much employed in various countries for ornamental purposes. Some of the varieties of serpentine which are found at Melbourne, and elsewhere in the Eastern Townships, are apparently well fitted for such uses. The recent application of a variety of diamond to the turning of stones in a lathe has, however, greatly facilitated the working of these harder materials, which are now fashioned into shape at much less expense than formerly. Few countries afford more beautiful or more numerous varieties of hard rocks of this kind than Canada: among these are the porphyries, the labradorite, and other opalescent feldspars.

The agates which are common in the amygdaloidal rocks of Lake Superior, and are abundant in the form of pebbles along the shores of Thunder Bay, and of Michipicoten and St. Ignace islands, admit of being cut for ornaments. They are often of considerable size, and exhibit a fine variety of colours. The agates which are found in the conglomerates of the Bonaventure formation are scattered abundantly along the coast where this rock prevails, and are known by the name of Gaspé pebbles. They are of small size, but are often of

fine colours, and admit of a good polish. Agates, however, are very common in many countries, and, unless of considerable size and perfection, they have but little value.

Gems.—Canada has as yet afforded but few gems. The zircons or hyacinths in the Laurentian limestones at Grenville are occasionally transparent, and have a fine colour; and the presence of small portions of red and blue varieties of corundum in these same limestones in Burgess may also be noticed. This mineral constitutes the gems known as sapphire and ruby; and it is worthy of remark that the sapphire of Ceylon is found, with chondrodite, in similar crystalline limestones. The transparent green garnet of Orford, which owes its colour to oxide of chrome, has hitherto been met with only in small crystals; but if found of large size, it would constitute a gem as beautiful as the emerald. Amethysts abound in some parts on the coast of Lake Superior; but the specimens hitherto brought from that region have seldom been sufficiently fine in colour for the jeweller's use. The so-called Quebec diamonds, which are sometimes cut and polished for ornaments, are nothing more than rock crystal.

Beautiful varieties of porphyry are found in Quebec at Grenville and Bathurst. In Ontario, a fine opalescent labrador-feldspar, so called from the region where it was first noticed, is found on Lake Huron, as also in Abercrombie in Quebec.

Jasper.—A bed of jasper occurs in the town of Sherbrooke, and is traced for a considerable distance, having in some parts a breadth of six feet. Its colour is blood-red, and it includes small grains of red hematite, and occasionally passes into a jaspery iron ore. In the parts exposed, this jasper does not appear to be sufficiently compact to be wrought for ornamental purposes. A small bed of jasper occurs imbedded in the red shales at Rivière Ouelle. Its colours are dark green and reddish-brown, and it is penetrated by small veins of white chalcedony. This jasper is compact and uniform in its texture, and receives a good polish. In some parts, the reddish-brown base is marked by clouds of a brilliant red. The jasper conglomerate of the Huronian series is fine in texture, and often brilliant in colour, and the whole rock is extremely solid, and receives a polish which makes it well fitted for ornamental purposes. Great beds of this jasper conglomerate are met with on the north shore of Lake Huron, where rounded masses of it, often of large size, are also found. A beautiful bed of jasper is found in New Brunswick at Washademoak Lake near Taft's Cove.

In New Brunswick, some of the granites, marbles, and serpentine mentioned for architectural uses may also be employed for decorative purposes, and will take a fine polish. In the range of intrusive granites extending from Digdequash River through the Nerepis Hills to the St. John River in Queen's County, and about Lake Utopia and the Magaguadavic River, some of the red syenitic granites will compare, in depth and richness of colour, with the highly esteemed red granite of Scotland. Felsites and porphyries of uniform texture and beauty of colour are frequently seen in the south-western counties. Beds of a valuable character are seen about the Chimook Lakes on the St. Andrew's Railway, and about Digdequash and Magaguadavic, and also some beds of exceeding beauty at Shin Creek in Queen's County.

XII. LITHOGRAPHIC STONES.

A very fine-grained and compact limestone is required for the purposes of lithography, and beds having these characters are found in the Birdseye and Black River formation, at the base of the Trenton group throughout a considerable part of its distribution, from Hungerford to Rama on Lake Couchiching in Ontario. In the township of Marmora, there is a section of about twenty feet of light grey limestone, which is compact, with a conchoidal fracture, and holds no organic remains. Some of the beds contain numerous small lenticular crystals of calc-spar, and are marked with crystal-lites. There is, however, a bed of two feet in thickness, which is extremely fine in its grain, and yields a lithographic stone of excellent quality. It has been repeatedly tried by lithographers, both in Canada and England, with most satisfactory results. It is probable that equally good material for the purpose may be found in other parts of this band, which may be traced for about a hundred miles.

Beds of a fine-grained yellowish-grey stone, well fitted for lithographic purposes, have lately been found among the dolomites of the Onondaga formation in the township of Brant.

The stone from this formation, being magnesian, is attacked by acids more gently and with less effervescence than ordinary limestone. This peculiarity in the action of acids, which are employed in the lithographic process, is said to be an advantage.

XIII. MINERAL SPRINGS AND WATERS.

The unaltered palæozoic rocks of Canada abound in mineral springs, a great number of which have been submitted to chemical analysis, and may for convenience be arranged in six classes, according to their chemical composition. In the first three classes chlorides predominate; in the fourth, carbonates; and in the fifth and sixth, sulphuric acid and sulphates. The waters of the first, second, and sixth classes are neutral; those of the third and fourth are alkaline; and those of the fifth are acid.

Nowhere else has such a complete systematic examination of the waters of a region, and of a great geological series, been made as in Canada, and the extended series of analyses given in the volumes of the Geology of Canada obtain an additional importance from

the fact that the waters are derived from palæozoic strata, which prepares us to find certain points of difference between these waters and those of other countries, for the most part belonging to more recent geological formations.

The brine-springs of the first class are altogether unlike those of England, Germany, and the State of New York. In all of these, common salt greatly predominates, and the earthy chlorides form but a very small portion of the solid contents; while in the waters of the first class in Canada, these chlorides constitute more than one-half of the saline ingredients. The brine-springs of other regions are supposed to arise from the solution of rock salts, which occur in beds, or in crystals disseminated through the strata, as in the saliferous marls of the Onondaga formation. In the process of crystallization the common salt separates from the earthy chlorides; and hence the brine-springs of New York, which have their source in this formation, are solutions of chloride of sodium, with but very little impurity. The brine-springs of the Lower Silurian limestones of Canada, on the contrary, may be supposed to represent the composition of the ancient ocean in which these early strata were deposited. The action of the carbonate of soda from feldspathic rocks, through long ages, has since decomposed the greater part of the chloride of calcium of the ocean, replacing it by chloride of sodium, and forming the carbonate of lime of which vast limestone formations have been built up. The mineral waters of the second class, which are distinguished by containing a large proportion of carbonate of magnesia, and but very little carbonate of lime, seem, from numerous analyses, to be very rare in Germany. Though the number of springs submitted to examination has been very large, they form but a small portion of those which are known to exist through the country, and we can but briefly enumerate the most important.

The first class includes saline waters containing chloride of sodium, with large portions of chlorides of calcium and magnesium, sometimes with sulphates. The carbonates of lime and magnesia are either present only in very small quantities, or are altogether wanting. These waters are generally very bitter to the taste, and always contain portions of bromides and iodides.

The waters of the first class are characterized by the presence of great quantities of chlorides of magnesium and calcium; amounting, in several cases, to more than one-half the solid contents of the water. This composition is altogether unlike that of any waters hitherto studied. The water of the Dead Sea offers some resemblance to these curious brine-springs, in its large amount of chloride of magnesium; but it differs in containing a much smaller proportion of chloride of calcium, and a larger quantity of chloride of potassium; resembling in this respect the bittern of sea-water, in which, from the separation of the chloride of sodium, the potash has accumulated. The occasionally large proportion of iodine in these brine-springs is especially worthy of notice.

Among the most notable springs of this class are those of St. Catharine's, Ont. A well was sunk here some years since in the hope of obtaining brine for the manufacture of salt. The brine is so much charged with lime and magnesia salts as to be unfit for this purpose, but it has acquired considerable reputation in the treatment of many diseases. It is used at the well both internally and externally, and is also evaporated to small volume and sent over the country in a concentrated form. A second well was opened afterwards, of a water similar to the other, but somewhat less strong. Large sanitary establishments have been opened at these wells.

An attempt was formerly made to manufacture salt from a well of the first class in the village of Ancaster, Ont., but, from the large amount of earthy chlorides, the purification was found to be difficult. At Hallowell and Whitby, in Ontario, and at St. Benoit and Bay St. Paul, in Quebec, springs exist of very bitter and saline properties, but with varying proportions of bromine and iodine.

The second class includes a large number of saline waters, which differ from the first in containing, besides the chlorides of sodium, calcium, and magnesium, considerable portions of bicarbonates of lime and magnesia, the latter carbonate generally predominating. Small quantities of oxide of iron, and of baryta and strontia, are frequently present. These waters generally contain much smaller proportions of earthy chlorides than the first class, and are therefore less bitter, and more pleasant to the taste.

The springs of Plantagenet, in Ontario, and St. Léon and Ste. Geneviève, in Quebec, are notable examples of this class. The waters of the former are largely sent over the country, and are highly esteemed as medicinal waters. There are here several springs of nearly similar analysis.

The spring at St. Léon contains sufficient carbonate of iron to give it a chalybeate taste, and those of Ste. Geneviève are remarkable for the large proportion of iodides which they contain.

At Caledonia Springs, Ont., one of the four waters which have made this place noted for medicinal resort is of this class.

The Lanoraie spring (Quebec) is remarkable for the considerable proportion of salts of baryta and strontia which the water contains.

At Assumption, Baie du Febvre, Berthier, St. Eustache, and Sabrevoise, in Quebec, and at Kingston, Ancaster, and Gloucester, in Ontario, springs of this class have been examined; those of Kingston partaking also largely of the characteristics of waters of the first class.

The third class includes those saline waters which contain, besides chloride of sodium, a portion of carbonate of soda, with bicarbonates of lime and magnesia. Small amounts of baryta, strontia, and of boracic and phosphoric acids, are often present in these waters, and bromides and iodides are very rarely wanting.

At Caledonia Springs, a watering-place of some note in Ontario, the three springs, known as the Gas Spring, the Saline Spring, and the White Sulphur Spring, are of this class. Varennes, a watering-place eighteen miles below Montreal, on the St. Lawrence, possesses

two similar springs, which are largely resorted to. Baie du Febvre, Ste. Martine, Beloeil, Chambly, and the Providence Spring of Ste. Hyacinthe, are examples of this class in Quebec; and Fitzroy, Hawkesbury, Henryville, and Rawdon, in Ontario.

The waters of the fourth class differ from the last in containing but a small proportion of chloride of sodium, while the carbonate of soda predominates. These waters generally contain a much smaller amount of solid matters than those of the previous classes, and have not a very marked taste until evaporated to a small volume, when they are found to be strongly alkaline.

A remarkable spring of this class occurs near Chambly, where the water overflows in a small stream from a well eight or ten feet deep. The water is slightly thermal, and carbonate of soda forms more than one-half of the solid contents of the water, which also affords evidences of bromine, iodine, strontia, and baryta.

The spring at St. Ours is remarkable for the large proportion of 25 per cent. of the solid matter being potash salts.

The other chief examples in this Province (Quebec) are at the St. John suburb of the city of Quebec, Ste. Anne de la Pocatière, Joly, and Nicolet, and an example also is found at Scarborough, in York County, Ontario.

The fifth class includes acid waters, which are remarkable for containing a large proportion of free sulphuric acid, with sulphates of lime, magnesia, protoxide of iron, and alumina. These springs, which are few in number, and characterized by their acid styptic taste, generally contain some sulphuretted hydrogen.

The principal ones examined were those of Niagara and Tuscarora, in Ontario. The former is a spring of acid water, in a basin about thirty inches deep and three or four feet in diameter, and is in a yellow clay which, at a depth of three or four feet, is underlaid by the red and green sandstone of the Medina formation. The water of the basin is slightly yellowish, turbid, and very styptic and acid, and is in constant ebullition from the escape of inflammable gas, and has a decided taste and smell of sulphuretted hydrogen. It contains sulphuric but no hydrochloric acid, and portions of lime, magnesia, alumina, protoxide of iron, and alkalies, besides an organic matter which causes the residue of the evaporated water to blacken when heated. The specific gravity of this water is 1002.16, and in round numbers the water may be said to contain two parts of hydrated sulphuric acid in 1000.

About a mile and a half above Chippewa, near the Niagara River, is a similar spring, which has been described by Dr. Mack, of St. Catharines. The water is very sour to the taste, and strongly impregnated with sulphuretted hydrogen. A qualitative analysis shows it to be similar in composition to the water described above, but somewhat stronger. This spring rises from the Onondaga formation; but another similar water, said to be near St. David's, rises, like that of Niagara, from the Medina formation.

What is known as the Sour Spring of Tuscarora, is upon the Indian Reserve, about nine miles south of Brantford. The water is kept in constant agitation by a discharge of inflammable gas. It is slightly turbid and brownish, and has a styptic, acid, and sulphurous taste. The presence of sulphuretted hydrogen is also evident from the odour, and from the ready blackening of bright silver when immersed in the water.

The specific gravity of the water is 1005.58. It contains no trace of chlorides, but gives by analysis as follows, for 1000 parts :

Sulphate of potash.....	.0608
“ soda.....	.0502
“ lime.....	.7752
“ magnesia.....	.1539
“ protoxide of iron.....	.3638
“ alumina.....	.4681
Phosphoric acid.....	traces
Hydrated sulphuric acid (SO ₃ HO).....	4.2895
	6.1615

In the sixth class may be included some neutral saline waters, in which the sulphates of lime, magnesia, and the alkalies predominate, chlorides being present only in small amounts. To this class belongs a mineral water from Hamilton, remarkable for the very large proportion of sulphate of magnesia which it contains; and another at Charlotteville, which is noticeable from the great amount of sulphuretted hydrogen it contains, amounting to nearly 12 cubic inches in 100 cubic inches of water. It is limpid and sparkling, and pungent to the taste from this cause.

A copious spring of mineral water, belonging to the sixth class, occurs in the township of Brant. It is described as filling a basin of eighty-eight by forty-five feet, having a depth of about forty feet, and situated upon a mound composed of calcareous tufa. From the clear blue colour of the water in the basin, it has received the name of the Blue Spring. The flow from the spring is constant and copious, and the water is sulphurous to the taste and smell.

There are some brine-springs belonging to the first class in New Brunswick, at Sussex and Salt Springs, and salt has been to a limited extent manufactured at the former place. In Nova Scotia there are some few springs of medicinal reputation.

The Bras d'Or saline water of Cape Breton has a well-grounded reputation for effecting cures in various maladies. It belongs to the first class, and is remarkable for the unusually small quantities of sulphates and carbonates, and the unusually large quantity of chloride of calcium.

The Wilmot Spring in Annapolis County has a reputation in cutaneous diseases, but no correct analysis of it has been obtained. It is no doubt highly charged with mineral substances.

The Spa Spring, at Windsor, is a chalybeate water, and belongs to the sixth class. It has a considerable local reputation.

There are brine-springs at River Philip and Renfrew of some value. No doubt in a systematic survey of the waters of the Lower Provinces many valuable mineral springs yet unknown might be brought to light.

For economic uses, the saline springs of the first class are too much charged with earthy chlorides to be suited to the manufacture of common salt; while those of the second class contain too small a proportion of salt to be employed with advantage. It is not impossible that the large amount of alkaline carbonates in some of the springs of the fourth class might be made economically available, provided that the waters were concentrated, during the heats of summer, by solar evaporation. The supplies of dilute sulphuric acid furnished by the waters of the fifth class might also be found of value, in their vicinity, for manufacturing purposes.

In a medicinal point of view, the mineral waters of Canada are already known to a considerable extent; but they are generally employed without much reference to the great variations in their composition. Among saline waters, those containing considerable quantities of earthy chlorides must evidently possess medicinal properties very different from those in which large amounts of carbonate of soda are present. The salts of iodine, which are rarely absent, and are found in such unusually large quantities in the saline waters of Ste. Geneviève, and the salts of baryta and strontia which occur in those of St. Léon, Lanoraie, Varennes, and many other springs, are also especially worthy of consideration in a therapeutic point of view.

Few of these springs are very copious, and the water in their basins is consequently subject to more or less modification from atmospheric influences, and, so far as they have yet been examined, none offer any considerable elevation of temperature above the mean of the region in which they occur. There are, however, some instances where this is exceeded sufficiently to cause them to be regarded as slightly thermal.

It is proper to remark that the examinations of this subject were mostly undertaken previous to 1867, and in the two Provinces of Quebec and Ontario only. In 1867, brine-springs of great extent were discovered in Ontario, at Goderich and Clinton, the source of which, however, is believed to be in formations of later date than those of the first class here mentioned. These being of real economic importance, have been noticed by themselves under the head of "salt," in the division of "minerals of agricultural use," and in the same connection have also been noticed the brine springs of Manitoba and British Columbia, and those of the Maritime Provinces; leaving this article chiefly to the consideration of such waters as are of medicinal value, or have not yet been applied to economic uses.

For the information about the medicinal springs of Nova Scotia, which we mention, we are indebted to a pamphlet published by Professor How, of Dalhousie College.

PRINCE EDWARD ISLAND AND NEWFOUNDLAND.

THE geology of these two Provinces is considered separately, as a matter of convenience. The authorities from which the information above given is derived are chiefly the records of the geological surveys of Canada down to the summer of 1874, and the Acadian Geology of Dr. Dawson. With the exception of a chapter in the latter, these relate solely to the Provinces of the mainland, as Prince Edward Island has not yet received the attention of the Dominion geologists since its admission into the Confederation in 1873. We extract the facts given below regarding this island, exclusively from the "Report on the Geological Structure and Mineral Resources of P. E. Island, by J. W. Dawson, LL.D., F.R.S., F.G.S., assisted by B. J. Harrington, B.A., Ph.D.": 1871.

The geological formations represented in Prince Edward Island are, in ascending order, or proceeding from the oldest to the newest :

1. Beds of brown, grey, and red sandstone and shale, with layers of coarse concretionary limestone and fossil plants. These may be considered as of Newer Carboniferous age, and are similar in mineral character and fossils to beds occurring on the opposite coasts of Nova Scotia and New Brunswick, and there overlying the productive coal-measures. These beds occur principally in the peninsula between Orwell Bay and Pownal Bay, in Governor's Island in Hillsborough Bay, and on the coast between the West and North Capes.

2. A series of bright red sandstones, usually with calcareous cement, alternating with beds of red and mottled clay and soft red shale, and with occasional white bands and stains and layers of concretionary limestones and conglomerate. They resemble in mineral character, and the few fossils which they afford, the Trias or new red sandstone of Nova Scotia and of Connecticut. In Prince Edward Island, this formation may be divided into two members, the lower of which (representing, perhaps, the Bunter Sandstein of Europe) is characterized by the prevalence of hard concretionary calcareous sandstones and obscure fossil plants, while the upper (representing, perhaps, the Keuper of Europe) has softer and more regularly bedded sandstones and clays. One or other of these constitutes the superficial rock over the greater part of the island, the beds undulating in very gentle synclinal and anticlinal curves. They are probably unconformable to the beds of the formation first mentioned, but these are so slightly inclined that this is not very perceptible. This forma-

tion has afforded the remains of the remarkable Triassic reptile, *Bathygnathus borealis*.

3. Drift deposits, which overlie the surface of the more solid rocks in the greater part of the island. These are of three kinds : 1. Boulder clay, consisting of hard, unstratified clay or loam, filled with stones, which are mostly those of the formations above mentioned, though sometimes of kinds not occurring in the island. They are often rounded, and are also scratched and polished by the action of ice. 2. Stratified sand and gravel, in some places containing sea-shells of species now living, and occasional boulders. This deposit is of comparatively rare occurrence. 3. Loose boulders lying on the surface, and which are sometimes of rocks occurring in situ in Nova Scotia and New Brunswick, or on the coast of Labrador.

4. Modern deposits. The most remarkable of these are beds of peat, dunes of drifted sand, alluvial clays, and the "mussel mud," or beds of oyster and mussel shells occurring in the creeks and bays.

The Upper Carboniferous series is composed mainly of fossiliferous limestones and sandstones, interstratified with grey and red clays and shale.

The most abundant fossils are trunks of coniferous trees. These are usually silicified or converted into quartz by the infiltration of silica. Some are, however, infiltrated with the red oxide of iron, and others with carbonate of lime, and in some beds they have been flattened and converted into anthracite coal.

The silicified trunks are mostly in the brown sandstone; but, in certain grey beds, trees of apparently the same species have been converted into coaly matter, and it is the occurrence of these carbonized trees which has given rise to the belief that coal-beds exist in the places where they are found.

The carbonized trunks are imbedded in clay, which has, probably by resisting the entrance of water, prevented them from being penetrated by silica or other mineral matters. It is obvious that these carbonized trees are of no value as a source of coal, though they aid in proving that the beds in which they occur belong to the upper part of the Carboniferous system.

The beds of the Triassic system are chiefly soft red sandstone, associated with red and mottled clays, and hard calcareous sandstones and conglomerates, the latter sometimes passing into thin bands of coarse arenaceous limestone, which in some places is a dolomite or magnesian limestone.

Many good building-stones are found in the exposures of this series, which occupies the larger part of the island.

The consideration of the drift deposits is a matter more for scientific consideration than of practical importance. The leading facts in connection with them may be briefly stated.

The lower part of these deposits is a boulder-clay, often of considerable thickness, and containing great numbers of rounded fragments of Triassic sandstone, grooved in the manner now known to result from the action of ice.

This boulder clay is very generally distributed over the surface of the island, forming the subsoil; but, as the boulders themselves are soft and easily disintegrated, and the intervening material is a fertile clay or loam, this deposit is in no way injurious to the fertility of the country.

In some parts of the island, especially in the west, are beds of stratified sand and gravel, with occasional boulders, resting on the boulder clay. These beds manifestly indicate the action of the sea, and in some of them shells of a modern marine species have been found.

Lastly, there are scattered over the soil, though usually not in great numbers, loose stones or boulders, many of which are of the native rocks of the island, but many also have been derived from other sources.

In the later portion of the boulder or glacial period, Prince Edward Island would seem to have been a meeting-place of ice-laden currents, carrying boulders from both sides of the Gulf of St. Lawrence.

It is deduced, from the appearance of these "travelled boulders," that in the "glacial period" Prince Edward Island was submerged, and ground over by icebergs carrying stones, which in the later portion of this period were deposited over its surface. The stratified sands and gravel were formed when the land was emerging from the waters.

Of the modern deposits, peat is the most important. Peat-bogs occur in many parts of the island, but are usually of small extent and depth. A remarkable exception to this occurs in the great turbary known as the Black Bank, on the south side of Cascumpeque Bay, and in some other bogs in Richmond Bay and its vicinity. These are the most important on the island, and were especially examined by Mr. Harrington.

The deposit at Lennox Island in Richmond Bay occurs on the north-east shore, and must once have been of far greater extent than it now is.

The peat is almost entirely the result of the accumulation of a species of *Sphagnum*, or "peat-moss," which has the property of decaying below and giving forth new vegetation above. Most of it belongs to the class called by Karmarsch "turfy peat" (Rasentorf), that is to say, it consists of masses which are but slightly decomposed, has a yellow or yellowish-brown colour, and is soft, spongy, and elastic; but the lower portion of the bed is what is known as "fibrous peat," which is characterized by its brown or black colour, by a much greater density than the turf, by its small degree of elasticity, and by the fact that the fibres, although distinguishable by the eye, are much more readily broken up than turf peat.

The bank is constantly being washed away by the waves, and at high tide the water comes within three feet of the top. But there is still a surface of about 250,000 square yards with a depth of seven

feet, and, allowing it to lose four-fifths by breaking up and drying, this would yield about 20,000 tons of dry fuel.

The peat at Squirrel Creek, near the property of Hon. W. H. Pope, is "riper" than the last described, but still it belongs to the two classes of "turfy" and "fibrous" peat.

It is said to have an area of 800 acres, but the area of workable peat is probably not more than 500 acres. Assuming this as the area, and taking the average depth at 9 feet, we get 7,260,000 cubic yards as the contents; or, deducting four-fifths for loss in drying, 1,452,000 cubic yards, or (taking the sp. gr. at 0.40) about 500,000 tons of air-dried peat.

The Black Bank deposit at Cascumpeque is situated on the southern side of Holland or Cascumpeque Bay, its eastern limit being over a mile from what is known as "Cascumpeque Narrows." This is the most extensive deposit seen, and the peat is also of the best quality. Owing to its very black colour, it has received the name of Black Bank or "Black Point." At the water's edge it is quite perpendicular, and is constantly being undermined and washed away. The height of this bank at the extremity of the point is twelve feet or a little over, and yet, during storms, the waves come dashing in over the sand-bank opposite, and reach its very top. On going inward from the shore, it rises toward the centre seven or eight feet higher, being, like the last described, a "highmoor" (Hochmoor). The average thickness was estimated at fifteen feet, and the sphagnum is still growing over a large part of the bog. The area was estimated at nearly three million square yards (2,816,000), which would make the cubical contents amount to 14,080,000 cubic yards.

The peat is much denser and of a darker colour than that either at Squirrel Creek or Lennox Island, the lower half being very dark brown, or quite black, and much of it having nearly lost its fibrous structure; in this it approaches the character of what is known in Germany as "earthy peat."

Assuming it to lose three-fourths of its bulk in drying, this bog would afford 3,520,000 cubic yards of dry peat; or, taking the sp. gr. at 0.60, 1,777,248 tons.

Directly west of Black Bank there is said to be a second deposit exceeding it in magnitude, and still another on Grover Island; but these have not been examined particularly.

The common American oyster, *Ostrea Virginiana* and *var. Borealis*, occurs abundantly on the coast, and large accumulations of its shells with those of the mussel, *Mytilus edulis*, have been formed in some of the bays and river estuaries. I was informed by Mr. W. H. Pope, who has given much attention to this subject, that some of these beds are fifteen feet or more in thickness. They consist of dead shells, and in many places no living shells occur, even at the surface, the animals having been killed by the gradual approach of the beds to the surface of the water, exposing them to the action of the frost and ice, and to invasion of sandy sediment. These beds of dead oyster and mussel shells, with the mud filling the interstices, constitute one of the most valuable deposits on the island. Under the name of "mussel-mud," this material is taken up in great quantity by ingenious dredging machines, worked from rafts in summer or from the ice in winter, and is applied as a manure to the soil, with the most excellent effects. It supplies lime and organic matter, besides small quantities of phosphates and alkalies.

Sand-hills derived from the waste of the red sandstones are extensively developed along the north-west shore, and are liable to frequent changes unless held together by the roots of the coarse grasses growing over them.

Shore ridges, or "shooting-dykes," as they are called, from the use made of them by sportsmen, are regular banks of earth or soil fringing the creeks, and have the appearance of artificial earth-works, for which, indeed, they have sometimes been taken. They are often six feet high, and ten feet wide at the base. They are probably of the same nature as the lake ridges of Nova Scotia, and are produced by the expansion and drifting of the ice formed in the creeks in winter.

With regard to the relation of the Carboniferous rocks of Prince Edward Island to the coal-fields of Nova Scotia and New Brunswick, the investigations of Dr. Dawson lead to the general practical conclusions:

1. That Carboniferous rocks, similar to those of Nova Scotia or New Brunswick, probably underlie the whole of Prince Edward Island.
2. That, in certain places, the upper member of the Carboniferous series appears at the surface in a nearly horizontal and undisturbed condition.
3. That boring operations prosecuted at these places would, undoubtedly, reach the Upper, and possibly the Middle, coal-measures, and the beds of coal which they may contain.
4. That the productive value of such coals must be uncertain previous to such actual trial.
5. That the depth of the seams would probably be too great for profitable mining in the present state of the coal trade.

Should any borings in the Upper coal-measures of Nova Scotia or New Brunswick take place, the information could readily be applied to Prince Edward Island. On the other hand, the successful penetration of the newer coal formation in Prince Edward Island, in search of coal, would at once develop the regions of the mainland now untried. In any case, deep boring in the newer coal formation, either in northern New Brunswick or in Prince Edward Island, could scarcely fail to develop facts of scientific interest.

On the whole, it may be concluded that the probabilities are decidedly against the discovery of any large bed of coal at such a depth as to enable it to be immediately available.

The economic geology and minerals of the island may be briefly stated:

Peat.—In European countries, and more recently in Canada and

the United States, peat has commanded much attention as a cheap and convenient fuel. In its natural state, or merely air-dried, it has been much employed for local consumption, though of very inferior heating-power to coal; but, when pulped or compressed and thoroughly dried, it has been found capable of competing with coal and wood on equal terms, both for steam production and domestic use. Charred peat has also become an important article of consumption as a substitute for wood charcoal and coke. The importance of this subject may be inferred from the following calculations by Dr. Harrington as to the quantity of peat in the three great turbaries noticed under a previous heading:

Lennox Island Bog.....	20,200 tons, value, at \$4.....	\$80,800
Squirrel Creek ".....	500,000 " " " ".....	2,000,000
Black Bank ".....	1,777,248 " " " ".....	7,108,992
Total.....	2,297,448 tons, value, at \$4.....	\$9,189,792

The question of fuel is likely, from the rapid disappearance of the forests, to be a matter of extreme importance in Prince Edward Island. The cheapness of coal in Nova Scotia, along with the easy transport by water to most parts of the island, and the convenient inland transportation which is afforded by the railway now completed, must prevent any serious difficulty; but it is worthy of consideration whether measures should not be taken for the utilization of the large deposits of peat existing in the Province, and shown as above to be of such immense value.

Building-Stone.—The ordinary red sandstone of the island, where thick-bedded and uniform in hardness, affords a good building-stone, easily cut, and becoming harder on exposure. Stone of this kind is obtainable in nearly all parts of the eastern and middle sections of the island, and in some parts of the western section. Quarries capable of furnishing valuable supplies to Charlottetown exist on the Bannockburn road about four miles from the railway.

The brown sandstones of Gallas Point and Campbellton are of somewhat harder texture, and a good building-stone.

Brick-Clay, etc.—Excellent deposits of this material abound on the island. They are of three kinds: 1. The beds of red clay interstratified in the Triassic formation. These are very pure and free from stones, but require to be quarried and exposed to the action of the frost, and mixed with sand. 2. Post-pliocene clays belonging to the boulder formation. These are often stony, but otherwise good material. 3. Modern alluvial clays which have accumulated in the lower levels from the waste of the higher grounds. The last are those chiefly worked at present, but the others will eventually be more largely used. We may add here, that should the process now extensively used in the United States and Great Britain for the manufacture of artificial stone from sand come into use in the island, the immense supplies of fine and uniform sand contained in the sand-hills of the north shore will afford an inexhaustible supply of the best possible material.

Limestone.—This occurs both in the Upper Carboniferous and the Trias, but not in thick beds, or of pure quality. The best limestone found is that at Miminigash and its vicinity. It is in large concretions of hard, earthy limestone, in a bed of marly sandstone, about three feet thick. Similar beds, but apparently of less importance, occur at Gallas Point and Governor's Island.

In the Trias, thin bands of concretionary limestone and conglomerate limestone occur in several places, more especially in the vicinity of Richmond and Bedeque bays, at Indian River, and at Kildare. These beds are all of coarse quality, and some of them are Dolomitic, or contain carbonate of magnesia. They are used for agricultural purposes, and, where so situated as to be easily quarried, may afford a cheaper lime for this purpose than that which is imported. At Freetown, near Bedeque Bay, this limestone is burned on a somewhat large scale.

Metallic Ores are not found anywhere in sufficient quantity to be of economic importance. The principal are:

Red Hematite.—An excellent ore of iron, in concretions at Gallas Point and elsewhere. At Gallas Point, sufficient quantities may be picked up on the beach to afford a small additional supply to an iron furnace, but not to warrant any independent enterprise.

Grey Sulphide of Copper.—In concretions in a sandstone at Governor's Island, associated with green carbonate of copper. This is a rich and valuable ore; but, so far as at present known, the quantity to be obtained is inconsiderable.

Bog Manganese Ore and Bog Iron Ore.—In concretions in many swamps in different parts of the island, but not in quantity to render it of any importance.

Soils.—The great wealth of Prince Edward Island consists in its fertile soil, and the preservation of this in a productive state is an object of imperative importance. The ordinary soil of the island is a bright red loam, passing into a stiff clay on the one hand, and sandy loam on the other. Naturally it contains all the mineral requisites for cultivated crops, while its abounding in peroxide of iron enables it rapidly to digest organic manures, and also to retain well their ammoniacal products.

The chief natural manures afforded by the island, and which may be used, in addition to the farm manures, to increase the fertility of the soil, or restore it when exhausted, are:

1. The mussel mud, or oyster-shell mud of the bays. Experience has proved this to be of the greatest value.
2. Peat and marsh mud and swamp-soil. These afford organic matters to the run-out soil at a very cheap rate.
3. Sea-weed, which can be obtained in large quantities on many parts of the shores, and is of great manurial value, whether fresh or composted.

4. Fish offal. The heads and bones of cod are more especially of much practical importance, and should be more carefully preserved than at present.

5. Limestone. The brown earthy limestones of the island are of much value in affording a supply of this material, as well as small quantities of phosphates and alkalies.

NEWFOUNDLAND.

The following remarks on the geology of Newfoundland are from the reports of Alexander Murray, Esq., F.G.S., director of the geological survey of that island.

Although much of the country is still insufficiently explored, enough is known to class the rock formation of the island generally into three series, in ascending order, thus:

1. Laurentian Series.
2. Intermediate Series—Huronian or Cambrian.
3. Lower Silurian Series—Potsdam, Upper and Lower.

The Laurentian system is extensively displayed in Newfoundland, and has materially contributed to produce the remarkable geographical and topographical features of the island.

Coming to the surface in a succession of parallel anticlinals, all trending about N.N.E. and S.S.W., at intervals more or less widely apart, gneissic rocks form the principal ranges of hills and mountains from one side of the island to the other. Great masses of granite or syenite are intruded through these rocks at various parts, one conspicuous instance of which occurs at Indian Brook, a little westward of Kelligrews, near the head of the bay, where a beautiful and enduring quality of building-stone can be easily procured.

Evidences of the crystalline limestones which belong to this system occur in the valley of the Codroy River, and on the southern side of St. George's Bay, fragments of white crystalline limestone spotted with graphite being frequently seen in the former, while at the latter magnetic iron was found associated with labradorite.

The Intermediate system, supposed to be the equivalent of the Cambrian of England, and the Huronian of Canada, intersects the country in all directions, and has been especially examined from St. John's to Conception Bay, and from Topsail Head across Bell Isle to Harbour Grace. It is composed of dark-grey and red sandstones, with slate conglomerates and bands of quartzites, diorites, and jasper.

The Lower Silurian rocks of the third series underlying the island are of coarse conglomerates and limestones of Potsdam age, and coloured slates and sandstones, interstratified with dark argillaceous shales. The formation of this series over the peninsula of Avalon bears generally the description of the gold-bearing rocks of Nova Scotia, and recent examinations and comparisons of their structure and the fossils contained in them undoubtedly tend to show that the equivalents of the gold-bearing rocks of Nova Scotia have a wide spread in this Province, and the mineral condition at various parts of their distribution is such as to favour the existence of the precious metal; but even were this practically proven, it does not follow that the metal could be found in remunerative quantities.

Intrusive rocks sometimes intersect these stratified formations, and their mineral character is various, but mainly consisting of great masses of trap, or of greenstone, or feldspar porphyry.

The glacial boulders before alluded to in Prince Edward Island are also found in Newfoundland, and probably will bear a similar explanation.

The soil of the island is usually good, the valleys being level or gently undulating, and the surface soil of a sandy loam underlain by a drift of clay or gravel and a subsoil of tenacious blue or drab clay, which is sometimes slightly calcareous.

The contemporaneity of the Carboniferous rocks of Newfoundland with those of the mainland is manifested by the same want of conformity with the older and supporting formations, and the almost exact resemblance which obtains in mineral, lithological, and fossil characters throughout the stratigraphical sequence, from the base upwards; but the accumulation in the island, would appear to be in considerably less volume than on the mainland; and, so far as researches will permit the expression of opinion, it seems that it is in the upper members that the Newfoundland series is principally wanting.

By a glance at the Geological Map of Canada it will immediately be observed that a vast area of the Provinces of New Brunswick and Nova Scotia is spread over by members of this series; and further, that the geographical position, where similar measures have been recognized in Newfoundland, is suggestive of the latter being the prolongation of a great elliptical-shaped trough, extending from the former, the centre of which is concealed beneath the waters of the Gulf of St. Lawrence. It may also be perceived that while in New Brunswick the formation extends in a uniform unbroken sheet over the surface, it becomes broken and patched in Nova Scotia and Cape Breton. The symmetry of the ellipse, moreover, will be seen to be broken near its centre at the Magdalen Islands, where a part of the lower members of the system come to the surface, indicating the axis of an anticlinal fold, bearing in the direction of St. George's Bay. Proceeding from the westward, this fold would thus appear to be the first of a series of disturbances which increase in frequency further east, and which are intensely developed in Newfoundland.

The principal seat of the explorations of the coal-field of Newfoundland has been near George's Bay, where Mr. Murray has made special surveys. At the Middle Barachois Brook, at Robinson's Creek, and other points, outcrops of coal occur, exhibiting seams of considerable size.

At Grand Pond also, a seventeen-inch seam has been recently discovered, and it is by no means improbable that further developments of workable seams may be made by boring. Although the natural

outcrops are few, and the areas of the strictly productive measures limited, yet there seems every reason to suppose that more careful examination, accompanied by proper borings, might develop enough in this area to justify the opening of mines.

Coal is also reported to exist at Coal River, where an outcrop of nearly three feet has been seen.

Besides coal, the economic minerals of Newfoundland may be stated to comprise :

Salt, of which numerous indications exist through the Carboniferous region, although none of the springs are yet utilized as a source for manufacturing.

Gypsum.—This mineral is perhaps distributed more profusely and in greater volume in the Carboniferous country than in any part of the North American continent of the same extent. Enormous developments of it occur at Codroy, the Highlands, Middle Barachois, Robinson's Brook, Fishel's and Flat Bay brooks, while more isolated masses are found at Harry's Brook, Romain's Brook, and Port-au-Port Bays on the northern side of Saint George's Bay. As an article of export, the great objection which presents itself is the absence of secure harbours, Codroy and Sandy Point being the only safe places to embark cargo ; but its value for agricultural purposes cannot be overestimated.

Copper.—The ores of copper are of frequent occurrence, often in the form of grey sulphurets, in the veins or dislocations of the Intermediate series.

There are several places in Conception, Placentia, and St. Mary's bays where the ores of copper are displayed in the intersecting veins ; but although such indications are numerous, and the ore of a rich quality, it does not usually appear to be persistent, but rather to occur in isolated masses, and nothing but special survey would justify the large outlay requisite for the development of a mine. The presence of the ore, however, is so general in the veins of the Intermediate system as to constitute a characteristic.

In Notre-Dame Bay at Twillingate Islands, at Sunday Cove Island, Pilley's Island, the Three Arms of Green Bay, and other parts, veins of copper ore worthy of trial exist, and at Tilt Cove there are mines which have been worked for several years, and are said to be the richest and most productive copper mines in the world. Operations have been carried on at the mines with the most gratifying success. The ore has been found in beds of from three to four feet thick, but not in a regular lode. Over 60,000 tons of copper have already been extracted, and is chiefly exported to Swansea in Wales for smelting. A vein of nickel of some value is also worked here by the same company.

Lead.—There are various localities in Placentia, St. Mary's, and Conception bays, and also at Bay d'Espoir and Port-au-Port, where galena ores exist in quantities. A mine has been opened near the latter place at Lead Cove, on the property of the Hon. C. F. Bennett, but the most notable mine is at Placentia Bay—the La Manche Mine. This mine has been open since 1857, and several thousand tons of lead have been raised. It has changed hands many times, and its

fortunes seem to have languished more through want of unison, or lack of capital among its proprietors, than from any diminution of ore. At present we believe it has passed into the hands of a new company, who propose to try its capacity more vigorously.

Chromic iron ore, manganese, and other economic metallic ores are found, but not in quantities or locations to make them available.

Building-stones are abundant, and the sandstones on St. George's Bay, the Peninsula of Avalon, and Notre-Dame Bay, and the limestones of the latter place, are available for building, as also the granites of Black River and Conception Bay.

Roofing-slates of first quality occur at Smith's Sound and other places. Grindstones and whetstones are found at Grand Pond, and on Trinity Bay is a hone-stone, which in texture and quality rivals the far-famed oil-stone of Turkey for the purpose of sharpening the finer description of edged tools. It is chiefly to be found near the base of the Aspidilla slates, where, by careful selection, it might be produced to almost any extent.

Limestones for burning are found abundantly, and need not be specially designated, and red and yellow ochre, peat and shell marls exist on many parts of the coast.

Mr. Murray speaks at length in his reports of the new agricultural regions opened up by recent surveys, and the valuable timber lands, but these have been alluded to in their proper place, in the topographical notice of the Province.

CHRONOLOGICAL LANDMARKS IN THE HISTORY OF CANADA.

<p>Icelanders discover America. ....1001</p> <p>First Greenland Bishop visits settlement at Vineland. ....1121</p> <p>Ship from Greenland goes to Markland (mouth of the St. Lawrence), and returns by the same. ....1849</p> <p>Columbus discovers America. ....1492</p> <p>John Cabot discovers Labrador and Newfoundland. ....1497</p> <p>Gasper Cortereal enters the Gulf of St. Lawrence. ....1500</p> <p>French fishermen visit the bank of Newfoundland. ....1504</p> <p>Sebastian Cabot enters Hudson's Bay. ....1517</p> <p>Verazzano explores the American Coast. ....1525</p> <p>Jacques Cartier enters the Bay of Chaleurs, 9th of July. ....1534</p> <p>Cartier discovers the River St. Lawrence, and reaches Hochelaga. ....1535</p> <p>First unsuccessful attempt to Colonize Canada. ....1541</p> <p>Settlers left on Sable Island by Marquis de la Roche. ....1598</p> <p>Champlain first visits Canada. ....1603</p> <p>Settlement formed at Annapolis (Port Royal). ....1605</p> <p>First settlement at Quebec. ....1608</p> <p>First Jesuit Missionaries come to Acadia. ....1611</p> <p>Settlement at Port Royal taken by the English. ....1613</p> <p>Recollet Fathers come to Quebec; Champlain visits Lake Ontario, and ascends the Ottawa to Lake Nipissing. ....1615</p> <p>Canada invaded by the Iroquois. ....1617</p> <p>Foundation of the Recollet Convent at Quebec and of the Castle of St. Louis. ....1620</p> <p>Nova Scotia granted to Sir W. Alexander by James I.; First Code of Laws promulgated at Quebec. ....1621</p> <p>Nova Scotia first settled by English. ....1621</p> <p>Jesuit Fathers arrive at Quebec. ....1625</p> <p>Death of the first colonist, Louis Hébert. ....1626</p> <p>Canada granted to "Company of One Hundred Associates;" Feudal System established. ....1627</p> <p>Quebec taken by the English. ....1629</p> <p>Canada and Acadia restored to France; First School opened at Quebec. ....1632</p> <p>Champlain returns to Canada. ....1633</p> <p>Death of Champlain. ....1635</p> <p>Sillery founded, Jesuit's College, Hôtel Dieu. ....1637</p> <p>Earthquakes; Ursuline Convent at Quebec founded. ....1639</p> <p>Incursions of Iroquois. ....1640</p> <p>Montreal first settled and fort built at Sorel. ....1642</p> <p>Battle with Iroquois at Montreal. ....1644</p> <p>Lake St. John discovered. ....1647</p> <p>Hurons destroyed by Iroquois. ....1649</p> <p>Expedition to Hudson's Bay. ....1651</p> <p>Acadia taken by English. ....1654</p> <p>Seminary of Montreal founded. ....1657</p> <p>M. de Laval, first Bishop, arrives; Two fur-traders visit the Sioux. ....1659</p> <p>Lake Superior visited. ....1660</p> <p>Violent Earthquake; "Associated Company" dissolved; Royal Government established; First Courts of Law; Seminary at Quebec founded. ....1663</p> <p>Seigniories granted. ....1664</p> <p>Carignan Regiment sent to settle in Canada; Fort of Chambly built. ....1665</p> <p>Expedition against the Iroquois; Church at Quebec consecrated. ....1666</p> <p>Acadia restored to France; Trade opened with West Indies. ....1667</p> <p>Hudson's Bay Company formed in England. ....1668</p> <p>Mission opened at Michilmackinac. ....1669</p> <p>Small-pox devastates Indians. ....1670</p> <p>Expedition to Hudson's Bay; Country around Lake Huron taken possession of by Perrot. ....1671</p> <p>Fort at Kingston built; Church built of stone at Montreal. ....1672</p> <p>Mississippi discovered. ....1673</p>	<p>Lachine founded; Iroquois established at Cauganawaga. ....1674</p> <p>Market opened at Quebec. ....1676</p> <p>Fort Niagara founded by La Salle, and Lakes explored to Lake Michigan. ....1679</p> <p>La Salle reaches mouth of Mississippi. ....1682</p> <p>War with Iroquois; Fatal Epidemic throughout Canada. ....1686</p> <p>Massacre at Lachine; War declared between England and France. ....1689</p> <p>Acadia taken by New Englanders, and Canada invaded. ....1690</p> <p>Iberville takes English forts at Hudson's Bay. ....1694</p> <p>Iroquois territory invaded, and Acadia and Newfoundland taken by French. ....1696</p> <p>Peace concluded. ....1697</p> <p>Louisiana colonized. ....1699</p> <p>Peace made with Iroquois; Fort of Detroit founded. ....1701</p> <p>War declared; New England invaded. ....1703</p> <p>Canadians granted leave to manufacture. ....1704</p> <p>Cape Breton colonized. ....1708</p> <p>Canada invaded by English. ....1709</p> <p>Acadia taken by English. ....1710</p> <p>Canada again invaded. ....1711</p> <p>Treaty of Utrecht; Acadia ceded to England; Newfoundland and Hudson's Bay restored; Stages established between Quebec and Montreal. ....1713</p> <p>Ships built at Quebec. ....1715</p> <p>First Government founded by English in Nova Scotia. ....1719</p> <p>Fort of Louisbourg built. ....1720</p> <p>First post established. ....1721</p> <p>Division of settled country into parishes. ....1722</p> <p>Census taken. ....1723</p> <p>English build fort at Oswego. ....1724</p> <p>War with Western Savages. ....1727</p> <p>Famine in Canada. ....1730</p> <p>Crown Point built. ....1731</p> <p>Forts built on Lake of the Woods, Lake Winnipeg, the Saskatchewan, and Assiniboine. ....1732 to 1738</p> <p>First Forge at St. Maurice. ....1739</p> <p>Territory between Mississippi and Rocky Mountains explored. ....1743</p> <p>War between England and France; Louisbourg taken by New England. ....1745</p> <p>New England Colonies attacked by French. ....1746</p> <p>Peace of Aix la Chapelle; Louisbourg restored to France; Halifax founded by English; Forts built at Green Bay and Toronto by French; Militia-Rolls drawn up for Canada; Courts of Justice erected, Nova Scotia; Acadians leave Nova Scotia for Canada and Prince Edward Island. ....1747</p> <p>Unsuccessful attempt to settle limits of colonies. ....1750</p> <p>Fort Du Quesne built; Hostilities are renewed. ....1754</p> <p>Acadians are expatriated; Brad-dock defeated by French, and Des-kau by English; Ticonderoga built by French, and Forts William Henry and Edward by English. ....1755</p> <p>Montcalm arrives; Oswego is taken by the French; Famine and small-pox in Canada. ....1756</p> <p>Fort William Henry taken by French; General failure of harvest in Canada. ....1757</p> <p>First meeting of Legislature at Halifax; Louisbourg and Prince Edward Island and Forts Du Quesne and Frontenac taken by English. ....1758</p> <p>Crown Point and Ticonderoga surrendered, Niagara taken by Sir W. Johnson, Quebec by Gen. Wolfe. ....1759</p> <p>Canada surrendered to British. ....1760</p>	<p>First English Settlement in New Brunswick. ....1762</p> <p>Treaty of Peace; Cape Breton annexed to Nova Scotia. ....1763</p> <p>Courts established in Canada; Labrador and Prince Edward separated from it; First newspaper published at Quebec. ....1764</p> <p>Fire at Montreal; Conspiracy of Pontiac. ....1765</p> <p>First vessel built at St. John, N. B. ....1770</p> <p>Chapter of Quebec becomes extinct; Jesuits are abolished. ....1773</p> <p>Constitution of 1774 granted by Quebec Act; Council formed; Northwest coast explored by Cook and Vancouver. ....1774</p> <p>Revolt of English colonies; Invasion of Canada; Martial Law proclaimed; Montreal taken, and Montgomery defeated and killed before Quebec. ....1775</p> <p>Canada evacuated by Americans; Declaration of Independence. ....1776</p> <p>Meeting of Council and passing of ordinances respecting militia and administration of justice. ....1777</p> <p>Treaty of peace signed; U. E. Loyalists settle in Ontario and New Brunswick; N. W. Company formed; Kingston founded. ....1783</p> <p>Cape Breton separated from Nova Scotia. ....1784</p> <p>New Brunswick separated from Nova Scotia; Habeas Corpus Law introduced into Canada; First school opened in Ontario; City of St. John established by Royal Charter. ....1785</p> <p>Ontario divided into five districts, and English Law introduced; King's College, Nova Scotia, founded. ....1788</p> <p>Canadian Act passed; Provinces Ontario and Quebec divided. ....1791</p> <p>1st Parliament of Lower Canada meets. ....1792</p> <p>1st Parliament of Upper Canada; 2d session Lower Canada; Public accounts do. first published; First merchant vessels on Lake Ontario; Horse ferry on Niagara River; First Protestant Bishop of Quebec. ....1793</p> <p>First roads opened in Upper Canada; Toronto founded. ....1794</p> <p>Road Bill passed; L. Canada Legislature; Canadian volunteers embodied; Fort Niagara ceded to U. S. ....1796</p> <p>First stages established in Upper Canada. ....1798</p> <p>Education Act passed in Upper Canada. ....1799</p> <p>Great fire in Montreal. ....1803</p> <p>Locks made at Coteau, Cascades, and Long Sault. ....1804</p> <p>First ship built in Montreal; First French newspaper published. ....1806</p> <p>Grammar schools established in Upper Canada. ....1807</p> <p>First steamer on St. Lawrence. ....1809</p> <p><i>Le Canadien</i> suppressed. ....1810</p> <p>Judges excluded from Parliament. ....1811</p> <p>War with United States; Battle of Queenstown. ....1812</p> <p>Chateauguay, Chrysler's Farm, Fort Niagara; Hamilton founded. ....1813</p> <p>Battles of Lacolle, Chippewa, Lundy's Lane, Plattsburg; Treaty of peace signed. ....1814</p> <p>First steamboat on Lake Ontario; Common schools established in U. Canada. ....1816</p> <p>Banks opened at Quebec and Montreal. ....1817</p> <p>Steamer on Lake Erie; Royal Institution established, L. C.; Halifax and St. John made free ports. ....1818</p> <p>First steamer on Ottawa; Cape Breton annexed to Nova Scotia. ....1819</p> <p>Lachine Canal commenced; Union of Hudson's Bay and N. W. Companies. ....1821</p>	<p>Union of Provinces proposed. ....1822</p> <p>Lower Canada Legislature vote money for encouragement of Agriculture. ....1823</p> <p>Fabrique Act passed. ....1824</p> <p>Death of Bishop Mountain, and of R. C. Bishop; Great fire on the Miramichi, N. B. ....1825</p> <p>Steamers on Lake St. Louis and Lake St. Francis; Latest navigation open at Quebec on record. ....1826</p> <p>Rideau Canal begun; McGill College founded; King's College, Toronto, founded; Clergy-Reserves agitation. ....1827</p> <p>Saguenay District explored; Petitions from Lower Canada sent to England; Earliest known opening of navigation at Quebec; Picton and Sydney made free ports. ....1828</p> <p>Upper Canada College opened; Welland Canal begun. ....1829</p> <p>Canada divided into counties; Longest season of navigation on St. Lawrence. ....1830</p> <p>Steamer between Quebec and Halifax; Chambly Canal begun. ....1831</p> <p>Cholera. ....1832</p> <p>Quebec and Montreal incorporated; Castle of St. Louis burned. ....1833</p> <p>Passing of the 92 Resolutions by L. C. Assembly; Second year of Cholera. ....1834</p> <p>General agitation throughout the Canadas. ....1836</p> <p>Ascension of Her Majesty; Breaking out Canadian Rebellion; Fire at St. John, N. B.; First railway, L. C. ....1837</p> <p>Suspension of L. C. Constitution; General amnesty; Second insurrection. ....1838</p> <p>Special Council assembled at Montreal; Boundary difficulties, New Brunswick; First horse railway, Upper Canada. ....1839</p> <p>Union of Provinces. ....1840</p> <p>First Parliament of Canada meets at Kingston; Municipal and Education laws passed; First screw steamer on Lakes. ....1841</p> <p>"Ashburton Treaty;" First railway commenced in Nova Scotia. ....1842</p> <p>Boundary Survey; King's College, Toronto, opened; Cornwall and Chambly canals opened; Seat of Government removed to Montreal. ....1843</p> <p>Dr. Ryerson appointed Superintendent of Education, U. C.; First Convocation of Toronto University; First railway commenced in New Brunswick. ....1844</p> <p>Rebellion losses commission; Great fires at Quebec; Welland Canal opened. ....1845</p> <p>Lake Superior mines explored; School Bill passed for Upper Canada. ....1846</p> <p>Ship fever; First telegraph, Canada; Normal School established at Toronto; Grand Trunk Railway commenced. ....1847</p> <p>Navigation laws repealed; First telegraph, Nova Scotia and New Brunswick. ....1848</p> <p>Rebellion Losses Bill; Burning of Parliament House; Riots at Toronto and other places; Beauharnois Canal opened. ....1849</p> <p>Parliament meets at Toronto; Clergy-Reserves agitation. ....1850</p> <p>Gold discovered at British Columbia, and coal at Nanaimo, Vancouver's Island. ....1850</p> <p>"Separate School" system in Ontario; Great fire in Montreal; Change in postal system. ....1851</p> <p>Parliament meets at Quebec; Trinity College, Toronto, and Laval University, Quebec, opened. ....1852</p> <p>First locomotive railway in Ontario; Great Western Railway commenced; First screw steamer from Liverpool to St. Lawrence. ....1854</p>	<p>Seigniorial Tenure and Clergy-Reserves question settled. ....1854</p> <p>Reciprocity Treaty; Paris International Exhibition; First vessel from Chicago, through St. Lawrence to Liverpool. ....1855</p> <p>Allan Steamship Line established; Education Bill passed; Victoria Bridge begun. ....1856</p> <p>Normal Schools in Quebec; First Petroleum works, Ontario; Gold discovered, Nova Scotia. ....1857</p> <p>Decimal system adopted; Ottawa named capital; Atlantic Cable laid; Delegates sent to England about "confederation;" First railway completed in Nova Scotia; Great Western Railway completed. ....1858</p> <p>Prince of Wales visits Canada; Victoria Bridge opened; First railway opened in New Brunswick; Grand Trunk Railway completed. ....1860</p> <p>Secession of Southern States; Troops sent to Canada; First street railways, Montreal and Toronto. ....1861</p> <p>International Exhibition, London; War in United States; Conference at Charlottetown concerning Confederation. ....1862</p> <p>Illegal recruiting in Canada for U. S. Army. ....1863</p> <p>Quebec Conference. ....1864</p> <p>Confederation passes Canadian Parliament; close of War of Secession; Reciprocity Treaty expires. ....1865</p> <p>Nova Scotia and New Brunswick accept Confederation; Last session of Canadian Parliament; Atlantic Cable laid. ....1866</p> <p>First Fenian Raid; British North American Act passes Imperial Parliament, May. ....1867</p> <p>Dominion inaugurated, 1st of July; First meeting of Dominion Parliament, 6th Nov. ....1867</p> <p>Assassination of Mr. McGee; Discovery of silver mines at Thunder Bay, Lake Superior; Sir John Young succeeds Lord Monck as Governor-General. ....1868</p> <p>Second session Dominion Parliament; Intercolonial Railway commenced; Prince Arthur comes to Canada. ....1869</p> <p>Second Fenian Raid; N. W. Territory and Manitoba come into Dominion; Insurrection at Red River. ....1870</p> <p>British Columbia enters Dominion; Pacific Railway Survey undertaken; Washington Treaty; Census of Dominion taken. ....1871</p> <p>Washington Treaty accepted by Dominion Parliament; Dissolution 1st Dominion Parliament; Lord Dufferin succeeds Lord Lisgar. ....1872</p> <p>Pacific Railway charter granted; General agitation respecting charges of political corruption on the part of the administration with respect to granting this charter; Prince Edward Island enters the Confederation; Dissolution of Parliament; Sir John Macdonald's administration overthrown through the Pacific Railway investigation; A Liberal administration succeeds, under the Premiership of Hon. Alexander Mackenzie. ....1873</p> <p>New Pacific Railway Bill passed, and the surveys published; Louis Riel elected member of Parliament from Manitoba, but he is outlawed for participation in the North-west rebellion of 1870; Lord Dufferin, Governor-General, makes a popular summer progress through the upper Provinces. ....1874</p>
<p>1875.</p> <p>Great fire in Winnipeg; Lepine's sentence commuted by the Gov.-General; avalanche at Quebec, seven lives lost; passage of the New Brunswick School Laws by the House of Commons; N. W. Territories organized; passage of Canadian Copyright Bill; serious religious riots in Toronto; organization of the Supreme Court of Canada as the final resort of Canadian litigation.</p>	<p>1876.</p> <p>First locomotive for the Canada Pacific arrives at Ft. William; St. Hyacinthe, Que., destroyed by fire; Canada takes over 300 prizes at the Centennial; determined strike along the whole Grand Trunk, impeding the traffic of the whole country; the military called out, and one of the rioters killed at Belleville by the Queen's Own; widespread labor troubles throughout the country.</p>	<p>1877.</p> <p>Unprecedented snow blockades throughout the Dominion; anti-Orange riots in Montreal and Charlottetown; Hack-ett killed at Montreal; fishery award of \$5,500,000 rendered by the International Commission appointed under the operation of the Treaty of Washington; opening of the first section of the Canada Pacific Railway; great fire in St. John, New Brunswick.</p>	<p>1878.</p> <p>Independence of Parliament Act passed; N. B. Legislature dissolved by reason of refusal to vote supplies; grand review of Canadian volunteers at Montreal, May 24th; Canada awarded 225 prizes at the Paris Exposition; complete rout of the Liberal party at the September elections on the "National Policy" issue of Sir John Macdonald; Marq. of Lorne succeeds Lord Dufferin.</p>	<p>1879.</p> <p>Adoption of a protective tariff by the Government; Lieut.-Gov. of Quebec dismissed by Dominion Government; Mowat Government sustained at Ontario June elections; animated discussion in favor of a Legislative Union of the Maritime Provinces; Government select the "Winnipeg" route for the Canada Pacific, and locate the western end <i>vis-à-vis</i> the Fraser River, B.C.</p>

GENERAL INFORMATION

REGARDING

The Royal Family, the Dominion Cabinet, the Senate, the House of Commons, the Provincial Legislatures, Stamp Duties, Postal Rates, &c., &c.

THE QUEEN AND THE ROYAL FAMILY.

THE QUEEN.—VICTORIA, of the United Kingdom of Great Britain and Ireland, Queen, Empress of India, Defender of the Faith. Her Majesty was born at Kensington Palace, May 24, 1819; succeeded to the throne June 20, 1837, on the death of her uncle, King William IV.; was crowned June 28, 1838; and married, Feb. 10, 1840, to his Royal Highness Prince Albert. Her Majesty is the only child of his late Royal Highness Edward, Duke of Kent, son of King George III. The children of Her Majesty are—

Her Royal Highness Victoria Adelaide Mary Louisa, PRINCESS ROYAL OF ENGLAND AND PRUSSIA, born Nov. 21, 1840, and married to his Royal Highness William, the Crown Prince of Germany, Jan. 25, 1858, and has had issue four sons and four daughters.

His Royal Highness Albert Edward, PRINCE OF WALES, born Nov. 9, 1841; married March 10, 1863, Alexandria of Denmark (Princess of Wales), born December 1, 1844, and has issue, Prince Albert Victor, born Jan. 8, 1864, George Frederick Ernest Albert, born June 3, 1865; Louisa Victoria Alexandra Dagmar, born Feb. 20, 1867; Victoria Alexandra Olga Mary, born July 6, 1868; and Maude Charlotte Mary Victoria, born Nov. 26, 1869.

Her Royal Highness Alice Maud Mary, born April 25, 1843; married H.R.H. Prince Frederick Louis of Hesse, July 1, 1862, and had issue five daughters and one son; second son killed by accident, May, 1873. Died December 14, 1878.

His Royal Highness Alfred Ernest Albert, Duke of Edinburgh, born Aug. 6, 1844; married Her Imperial Highness the Grand Duchess Marie of Russia, Jan. 23, 1874, and has issue one son.

Her Royal Highness Helena Augustus Victoria, born May 25, 1846; married to H.R.H. Prince Frederick Christian Charles Augustus of Schleswig-Holstein-Sonderburg-Augustenburg, July 5, 1866, and has issue two sons and two daughters.

Her Royal Highness Louisa Carolina Alberta, born March 18, 1848; married to the Marquis of Lorne, eldest son of the Duke of Argyll, March, 1871.

His Royal Highness Arthur William Patrick Albert, born May 1, 1850; married recently to Princess Louise, daughter of Prince Frederick-Charles of Prussia.

His Royal Highness Leopold George Duncan Albert, born April 7, 1853.

Her Royal Highness Beatrice Mary Victoria Feodora, born April 14, 1857.

DOMINION OF CANADA.

SEAT OF GOVERNMENT—OTTAWA.

GOVERNOR GENERAL.—His Excellency the Right Honourable the Marquis of Lorne, K.T., G.C.M.G., P.C.

PRIVY COUNCIL.

Premier, Minister of Interior.—Rt. Hon. Sir John A. Macdonald.
Minister of Finance.—Hon. Sir S. L. Tilley.
Postmaster General.—John O'Connor.
Minister of Public Works.—H. L. Langevin.
Secretary of State.—J. C. Aikins.
Minister of Railways and Canals.—Sir C. Tupper.
Minister of Agriculture.—J. H. Pope.
President of the Privy Council.—L. R. Masson.
Minister of Justice.—James Macdonald.
Minister of Militia and Defence.—Sir A. Campbell.
Minister of Marine and Fisheries.—James C. Pope.
Minister of Customs.—M. Bowell.
Minister of Inland Revenue.—G. Baby.
Speaker of the Senate.—D. L. Macpherson.

Officers.—William A. Himsforth, Clerk of the Privy Council; Jos. O. Côté, Assistant do.

SENATE OF CANADA.

Hon. DAVID L. MACPHERSON, *Speaker* (Toronto).
ROBERT LEMOINE, *Clerk of the Parliaments*.

SENATORS.	P. O. ADDRESS.
Hon. John Hamilton	Kingston.
" Walter H. Dickson	Niagara.
" Alexander Campbell	Toronto.
" David Christie	Paris.
" James Cox Aikins	Toronto.
" David Reesor	Yorkville.
" Elijah Leonard	London.
" William McMaster	Toronto.
" John Simpson	Bowmanville.
" James Skead	Ottawa.
" Billa Flint	Belleville.
" George W. Allan	Toronto.
" Jacques O. Bureau	Montreal.
" John Hamilton	Hawkesbury.

SENATORS. P. O. ADDRESS.

Hon. Charles Cornier	Plessisville.
" David E. Price	Quebec.
" L. Dumouchel	Longueuil.
" J. F. Armand	Rivière des Prairies.
" William H. Chaffers	St. Césaire.
" Jean B. Gervement	Sorel.
" James Ferrier	Montreal.
" Thomas Ryan	Montreal.
" T. D. Archibald	Sydney, N. S.
" Robert E. Dickey	Amherst, N. S.
" John Bourinot	Sydney, N. S.
" William Miller	Arichat, C. B.
" A. E. Botsford	Sackville, N. B.
" William H. Odell	Fredericton.
" David Wark	Fredericton.
" John Ferguson	Bathurst.
" A. R. McClellan	Hopewell, N. B.
" J. C. Chapais	St. Denis, Kamouraska.
" James R. Benson	St. Catharines.
" John Glasier	Sumbury, N. B.
" James Dever	St. John, N. B.
" A. W. McLellan	Londonderry, N. S.
" A. Macfarlane	Wallace, N. S.
" Frank Smith	Toronto.
" Robert Read	Belleville.
" M. A. Girard	St. Boniface, Manitoba.
" J. Sutherland	Kildonan, Manitoba.
" Hugh Nelson	Barkerville, B. C.
" C. F. Cornwall	Ashcroft, B. C.
" W. J. Macdonald	Victoria, B. C.
" H. A. N. Kaulbach	Lunenburg, N. S.
" M. H. Cochrane	Compton.
" William Muirhead	Chatham, N. B.
" Alexander Vidal	Sarnia.
" Eugene Chénier	Quebec.
" George Alexander	Woodstock, Ont.
" J. H. Bellerose	St. Vincent de Paul.
" D. Montgomery	Park Corner, P. E. I.
" R. P. Haythorne	Charlottetown, P. E. I.
" Geo. W. Howlan	Alberton, P. E. I.
" F. X. A. Trudel	Montreal.
" R. W. Scott	Ottawa.
" E. G. Penny	Montreal.
" Pierre Baillargeon	Quebec.
" A. H. Paquet	St. Cuthbert.
" Hector Fabre	Quebec.
" G. G. Stevens	Waterloo, Q.
" C. H. Pozer	St. George, Beauce Co., Que.
" J. D. Lewin	St. John, N. B.
" Adam Hope	Hamilton.
" L. G. Power	Halifax.
" R. P. Grant	Pictou, N. S.
" C. A. P. Pelletier	Quebec.
" Jos. Rosaire Thibault	Montreal.
" Wm. H. Brouse	Prescott.
" C. E. B. de Boucherville	Boucherville, Que.
" Harcourt B. Bull	Hamilton.
" William J. Almon	Halifax.
" J. S. Carvell	Charlottetown.
" T. N. Gibbs	Oshawa.
" John Boyd	St. John, N. B.
" Jos. Northwood, Sr.	Chatham, Ont.

CHIEF PERMANENT OFFICERS OF THE SENATE OF CANADA.—Robt. LeMoine, Clerk, Master in Chancery, Cashier and Accountant; Fenning Taylor, Deputy Clerk, Clerk Assistant and Master in Chancery; R. E. Kimber, Gentleman Usher of the Black Rod.

HOUSE OF COMMONS.

Hon. JOSEPH GODERIC BLANCHET, *Speaker*. ALFRED PATRICK, Esq., *Clerk of the House*.

CONSTITUENCIES.	MEMBERS.	P. O. ADDRESS.
Addington	John McRory	Loughborough, O.
Albert	Alexander Rogers	Hopewell Hill, N.B.
Algoma District	Simon J. Dawson	Toronto.
Annapolis	Avard Longley	Paradise, N.S.
Antigonish	Angus McIsaac	Antigonish, N.S.
Argenteuil	Hon. J. J. C. Abbott	Montreal.
Bagot	Joseph A. Mousseau	Montreal.
Beauce	Joseph Bolduc	St. Vic. de Tring, Q.
Beauharnois	J. G. H. Bergeron	Montreal.
Bellechasse	Achille La Rue	Quebec.
Berthier	E. O. Cuthbert	Berthier (en haut).
Bonaventure	P. C. Beauchesne	Carleton, Q.
Bothwell	Hon. David Mills	Palmyra, O.

CONSTITUENCIES.	MEMBERS.	P. O. ADDRESS.
Brant, N. R.	Gavin Fleming	Glen Morris, O.
Brant, S. R.	Wm. Paterson	Brantford, O.
Brockville	Wm. Fitzsimmons	Brockville, O.
Brome	Edmund L. Chandler	Brome, Q.
Bruce, N. R.	John Gillies	Paisley, O.
Bruce, S. R.	Alexander Shaw	Walkerton, O.
Cape Breton	Wm. McDonald	Lit. Glace Bay, N.S.
	Wm. McKay McLeod	Sydney, C. B., N.S.
Cardwell	Thomas White	Montreal.
Carleton, N. B.	George H. Courrell	Woodstock, N. B.
Carleton, O.	John Rochester	Ottawa.
Cariboo	J. S. Thompson	Barkerville, B. C.
Chamblly	Pierre H. Benoit	St. Hubert, Q.
Champlain	Hippolyte Montplaisir	C. de la Magdel'ne.
Charlevoix	Joseph S. Perrault	Mulbaie.
Charlotte	Arthur H. Gillmor	St. George, N. B.
Chateauguay	Edward Holton	Montreal.
Chicoutimi & Saguenay	Ernest Cimon	Chicoutimi, Q.
Colchester	Thomas McKay	Truro, N. S.
Compton	Hon. John H. Pope	Ottawa.
Cornwall	Darby Bergin	Cornwall, O.
Cumberland	Hon. Sir C. Tupper, C.B.	Ottawa.
Digby	John C. Wade	Digby, N. S.
Dorchester	F. F. Rouleau	Quebec.
Drummond & Arthab.	D. Olivier Bourbeau	Victoriaville, Q.
Dundas	John S. Ross	Iroquois, O.
Durham E. R.	Arthur T. H. Williams	Port Hope.
Durham, W. R.	Hon. E. Blake	Toronto.
Elgin, E. R.	Thomas Arkell	St. Thomas, O.
Elgin, W. R.	George E. Casey	Fingal, O.
Essex	James C. Patterson	Windsor, O.
Frontenac	George A. Kirkpatrick	Kingston.
Gaspé	Hon. Pierre Fortin	Quebec.
Glenarry	John McLennan	Lancaster, O.
Gloucester	Hon. T. W. Anglin	St. John, N.B.
Grenville, S. R.	John Philip Wiser	Prescott, O.
Grey, E. R.	Thomas S. Sproule	Markdale, O.
Grey, N. R.	Samuel J. Lane	Owen Sound, O.
Grey, S. R.	George Jackson	Durham, O.
Guysborough	Alfred Ogden	Cape Canso, N. S.
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	Malachy B. Daly	Halifax, N. S.
Halton	Hon. Wm. McDougall, C.B.	Toronto.
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	Thomas Robertson	Hamilton.
Hants	W. Henry Allison	Newport, N. S.
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Hastings, N. R.	Hon. Mackenzie Bowell	Ottawa.
Hastings, W. R.	James Brown	Belleville.
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Huntingdon	Julius Scriven	Hemmingford, Q.
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Huron, N. R.	Thomas Farrow	Bluevale, O.
Huron, S. R.	Malcolm C. Cameron	Goderich, O.
Iberville	François Bechard	Mt. Johnson, Q.
Inverness	Samuel MacDonnell	Port Hood, N. S.
Jacques Cartier	Désiré Girard	Montreal.
Joliette	Hon. L. F. G. Baby	Ottawa.
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Kent, Ont.	Rufus Stephenson	Chatham, O.
Kings, N. B.	James Donville	St. John, N. B.
Kings, N. S.	Frederick W. Borden	Canning, N. S.
Kings, P. E. I.	A. G. Macdonald	Montague Bridge.
	E. B. Muttart	Souris, P. E. I.
Kingston	Alexander Gunn	Kingston.
Lambton	Hon. Alex. Mackenzie	Toronto.
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Lanark, S. R.	John G. Haggart	Perth, O.
Laprairie	Alfred Pinsonneault	St. J. le Mineur.
L'Assomption	Hilaire Hurteau	St. Lin, Q.
Laval	Joseph A. Onimet	Montreal.
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Leeds, S. R.	David Ford Jones	Gananoque, O.
Lennox	Edmund Hooper	Napanee, O.
Levis	Hon. Jos. G. Blanchet	Levis, Q.
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Lunenburg	C. E. Kaulbach	Lunenburg, N. S.
Marquette	Joseph Ryan	Portage la Prairie.
Maskinongé	Frederick Houde	Montreal.
Mégantic	L. E. Olivier	St. Ferdinand, Q.

CONSTITUENCIES.	NAMES.	P. O. ADDRESS.
Middlesex, E. R.	Duncan Macmillan	London.
Middlesex, N. R.	Timothy Coughlin	Offa, O.
Middlesex, W. R.	George Wm. Ross	Strathroy, O.
Mississquoi	Hon. George B. Baker	Sweetsburg, Q.
Monck	Lachlin McCallum	Stromness, O.
Montcalm	Firmin Dugas	Montcalm, Q.
Montmagny	A. C. P. R. Landry	St. Pierre, Q.
Montmorency	Hon. A. R. Angers	Quebec.
Montreal, Centre	M. P. Ryan	Montreal.
Montreal, East	C. J. Coursol	Montreal.
Montreal, West	M. H. Gault	Montreal.
Muskoka	A. P. Cockburn	Gravenhurst, O.
Napierville	S. Oupal dit La Reine	Napierville, Q.
New Westminster	T. R. McInnes	New Westminster, B.C.
Niagara	J. B. Plumb	Niagara.
Nicolet	F. X. O. Methot	St. Pierre les, B.Q.
Norfolk, N. R.	John Charlton	Lynedoch, O.
Norfolk, S. R.	Wm. Wallace	Simcoe, O.
Northumberland N. B.	J. B. Snowball	Chatham, N. B.
Northumberland, O. E. R.	Joseph Keeler	Colborne, O.
Northumberland, W. R.	Hon. Jas. Cockburn	Ottawa.
Ontario, N. R.	George Wheler	Uxbridge, O.
Ontario, S. R.	F. W. Glen	Oshawa, O.
Ottawa, City	J. M. Currier	Ottawa.
Ottawa, City	Joseph Tassé	Ottawa.
Ottawa, County	Alonso Wright	Ironsides, Hull, Q.
Oxford, N. R.	Thomas Oliver	Woodstock, O.
Oxford, S. R.	James A. Skinner	Woodstock, O.
Pel	Wm. Elliott	Brampton, O.
Perth, N. R.	S. R. Hesson	Stratford, O.
Perth, S. R.	James Trow	Stratford, O.
Peterboro', E. R.	John Burnham	Ashburnham, Q.
Peterboro', W. R.	George Hilliard	Peterboro', O.
Pictou	Hon. Jas. McDonald	Ottawa.
Pictou	Robert Doull	Pictou, N. S.
Pontiac	John Poupore	Chichester, Q.
Portneuf	R. P. Vallée	Quebec.
Prescott	Felix Routhier	Vankleek Hill, O.
Prince, P. E. I.	Edward Hackett	Tignish, P. E. I.
Prince, P. E. I.	James Yeo	Port Hill, P. E. I.
Prince Edward	James S. McCuaig	Pictou, O.
Provencher	Hon. Joseph Royal	Winnipeg, M.
Quebec, Centre	Jacques Malouin	Quebec.
Quebec, East	Hon. Wilfrid Laurier	Arthabaskaville.
Quebec, West	Hon. T. McGreevy	Quebec.
Quebec County	P. A. Caron	Quebec.
Queens, N. B.	George G. King	Chipman, N. B.
Queens, N. S.	S. T. R. Bill	Liverpool, N. S.
Queens, P. E. I.	Hon. J. C. Pope	Ottawa.
Queens, P. E. I.	F. De St. C. Brecken	Charlottetown.
Renfrew, N. R.	Peter White, jun.	Pembroke, O.
Renfrew, S. R.	Wm. Bannerman	Renfrew, O.
Restigouche	George Haddow	Dalhousie, N. B.
Richmond	L. H. Massue	St. A. de Verennes
Richmond, N. S.	Edmund P. Flynn	Arichat, N. S.
Richmond & Wolfe, Q.	Wm. B. Ives	Sherbrooke, Q.
Rimouski	J. B. R. Fiset	Rimouski, Q.
Rouville	George A. Gigault	St. Césaire, Q.
Russell	Hon. John O'Connor	Ottawa.
St. Hyacinthe	Louis Tellier	St. Hyacinthe, Q.
St. John, N. B., City	Hon. Isaac Burpee	St. John, N. B.
St. John, N. B., City	C. W. Weldog	St. John, N. B.
St. John, N. B., City and County	Hon. Sir S. L. Tilley, C.B.	Ottawa.
St. Johns, Q.	François Bourassa	Belle Alodie, Q.
St. Maurice	E. L. L. Desaulniers	Montreal.
St. Maurice	Hon. D. A. Smith	Montreal.
Shelburne	Hon. L. S. Huntington	Waterloo, Q.
Shelburne	Thomas Robertson	Barrington, N. S.
Sherbrooke	Edward T. Brooks	Sherbrooke, Q.
Simcoe, N. R.	D. McCarthy	Barrie, O.
Simcoe, S. R.	Wm. C. Little	Allandale, O.
Soulanges	Jacques P. Lantier	St. Polycarpe, Q.
Stanstead	Charles C. Colby	Stanstead, Q.
Stormont	Oscar Fulton	Avonmore, O.
Sunbury	Charles Burpee	Sheffield, N. B.
Temiscouata	P. E. Grandbois	Rivière du Loup (en bas) Q.
Terrebonne	Hon. L. F. R. Masson	Ottawa.
Three Rivers	Hon. H. Langevin, C.B.	Ottawa.
Toronto, Centre	Robert Hay	Toronto.
Toronto, East	Samuel Platt, sen.	Toronto.
Toronto, West	Hon. J. B. Robinson	Toronto.
Two Mountains	J. B. Daoust	St. Eustache.
Vancouver Island	Arthur Bunster	Victoria, B. C.
Vaudreuil	J. B. Mongenais	Rigaud, Q.
Verchères	Hon. F. Geoffrois	Verchères, Q.
Victoria, B. C.	Sir J. A. Macdonald	Ottawa.
Victoria, B. C.	A. De Cosmos	Victoria, B. C.
Victoria, N. B.	John Costigan	Grand Falls, N. B.
Victoria, N. S.	Duncan McDonald	English Town, N. S.
Victoria, O. N. R.	Hector Cameron	Toronto.
Victoria, O. S. R.	Arthur McQuade	Omenase, O.
Waterloo, N. R.	Hugo Kranz	Berlin, O.
Waterloo, S. R.	Samuel Merner	New Hamburg, O.
Welland	C. W. Bunting	Toronto.
Wellington, C. R.	George T. Orton	Fergus, O.
Wellington, N. R.	G. A. Drew	Elora, O.
Wellington, S. R.	Donald Guthrie	Guelph.
Wentworth, N. R.	Thomas Bain	Strabane, O.
Wentworth, S. R.	Joseph Rymal	Barton, O.
Westmoreland	Hon. Sir A. J. Smith	Dorchester, N. B.
Yale	F. J. Barnard	Victoria, B. C.
Yamaska	Fabian Vanasse	Montreal.
Yarmouth	Frank Killam	Yarmouth, N. S.
York, N. B.	John Pickard	Fredericton, N. B.
York, O. E. R.	A. Boulbee	Toronto.
York, O. N. R.	Frederick W. Strange	Toronto.
York, O. W. R.	N. C. Wallace	Woodbridge, O.

CHIEF PERMANENT OFFICIALS OF THE HOUSE.—Alfred Patrick, Clerk of the House; Henry Hartney, Deputy to the Clerk of the House and Accountant; John G. Bourinot, Principal Clerk Assistant.

PROVINCE OF ONTARIO.

SEAT OF GOVERNMENT—TORONTO.

LIEUTENANT GOVERNOR.—The Hon. D. A. Macdonald, Toronto.
Capt. Forsyth Grant, Private Secretary.

EXECUTIVE COUNCIL.

Attorney General.....Hon. Oliver Mowat.
Minister of Education....." Adam Crooks.
Commissioner of Crown Lands....." T. B. Pardee.
Commissioner of Public Works....." C. F. Fraser.
Treasurer and Commissioner of Agriculture....." S. C. Wood.
Secretary and Registrar....." A. S. Hardy.

J. G. Scott, Q.C., Clerk of Executive Council. J. Lonsdale Capreol, Assistant Clerk.

HOUSE OF ASSEMBLY.

HON. CHARLES CLARKE, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Addington	H. M. Deroche	Napanee.
Algoma	Robert Adam Lyon	Michael's Bay.
Brant, N. R.	James Young	Galt.
Brant, S. R.	Hon. A. S. Hardy	Toronto.
Brockville	Hon. C. F. Fraser	Brockville.
Bruce, N. R.	D. Sinclair	Paisley.
Bruce, S. R.	Hon. R. M. Wells	Toronto.
Cardwell	Charles Robinson	Claude.
Carleton	G. W. Monk	South March.
Cornwall	William Mack	Cornwall.
Dufferin	William Jelly	Shelburne.
Dundas	Andrew Broder	West Winchester.
Durham, E. R.	John Rosevear	Port Hope.
Durham, W. R.	Jas. W. McLaughlin	Bowmanville.
Elgin, E. R.	T. Macintyre Nairn	Aylmer, West.
Elgin, W. R.	John Cascaden	Iona.
Essex, N. R.	Solomon White	Windsor.
Essex, S. R.	Lewis Wigle	Leamington.
Frontenac	D. D. Calvin	Kingston.
Glenagarry	Donald Macmaster	Williamstown.
Grenville, S. R.	Frederick J. French	Prescott.
Grey, N. R.	D. Creighton	Owen Sound.
Grey, E. R.	A. W. Lauder	Toronto.
Grey, S. R.	J. H. Hunter	Durham.
Haldimand	Jacob Baxter	Cayuga.
Halton	David Robertson	Milton.
Hamilton	John M. Gibson	Hamilton.
Hastings, W. R.	Alex. Robertson	Belleville.
Hastings, E. R.	N. S. Appleby	Shannonville.
Hastings, N. R.	G. H. Boulter	Stirling.
Huron, E. R.	T. Gibson	Wroxeter.
Huron, S. R.	Archibald Bishop	Hay.
Huron, W. R.	A. McLagan Ross	Goderich.
Kent, E. R.	D. McCraney	Bothwell.
Kent, W. R.	Edward Robinson	Chatham.
Kingston	James H. Metcalfe	Kingston.
Lambton, E. R.	Peter Graham	Warwick.
Lambton, W. R.	Hon. T. B. Pardee	Toronto.
Lanark, N. R.	Wm. C. Caldwell	Lanark.
Lanark, S. R.	William Lees	Fallbrook.
Leeds, N. R.	H. Merrick	Merrickville.
Leeds, S. R.	Wm. Richardson	Sealey's Bay.
Lennox	George D. Hawley	Bath.
Lincoln	Sylvester Neelon	St. Catharines.
London	W. R. Meredith	London.
Middlesex, E. R.	R. Tooley	Belmont.
Middlesex, N. R.	John Waters	Springbank.
Middlesex, W. R.	J. Waterworth	Wardville.
Monck	Richard Harcourt	Welland.
Muskoka	John C. Miller	Toronto.
Norfolk, S. R.	William Morgan	Port Rowan.
Norfolk, N. R.	John B. Freeman	Simcoe.
Northumberland, E. R.	Jas. M. Ferris	Campbellford.
Northumberland, W. R.	John C. Field	Cobourg.
Ontario, N. R.	Thos. Paxton	Port Perry.
Ontario, S. R.	John Dryden	Brooklin.
Ottawa	Patrick Baskerville	Ottawa.
Oxford, N. R.	Hon. Oliver Mowat	Toronto.
Oxford, S. R.	Hon. Adam Crooks	Toronto.
Pel	K. Chisholm	Brampton.
Perth, N. R.	D. D. Hay	Listowel.
Perth, S. R.	Thos. Ballantyne	Stratford.
Peterboro', E. R.	Thomas Blezard	Peterboro'.
Peterboro', W. R.	W. H. Scott	Peterboro'.
Prescott	William Harkin	Vankleek Hill.
Prince Edward	G. Striker	Pictou.
Renfrew, S. R.	James Bonfield	Eganville.
Renfrew, N. R.	Thomas Murray	Pembroke.
Russell	A. J. Baker	Metcalfe.
Simcoe, E. R.	Herman H. Cook	Toronto.
Simcoe, S. R.	Wm. J. Parkhill	Randwich.
Simcoe, W. R.	Thos. Long	Collingwood.
Stormont	Joseph Kerr	Farran's Point.
Toronto, East	Hon. Alex. Morris	Toronto.
Toronto, West	Robert Bell	Toronto.
Victoria, N. R.	Samuel S. Peck	Minden.
Victoria, S. R.	Hon. S. C. Wood	Toronto.
Waterloo, N. R.	M. Springer	Waterloo.
Waterloo, S. R.	James Livingston	Baden.
Welland	Daniel Near	Humberstone.
Wellington, N. R.	Robert McKim	Parker.
Wellington, C. R.	C. Clarke	Elora.
Wellington, S. R.	James Laidlaw	Guelph.
Wentworth, N. R.	J. McMahon	Dundas.
Wentworth, S. R.	F. M. Carpenter	Stoney Creek.
York, E. R.	G. W. Badgerow	Toronto.
York, W. R.	Peter Patterson	Patterson.
York, N. B.	J. H. Widdifield	Newmarket.

CHIEF PERMANENT OFFICIALS OF THE LEGISLATIVE ASSEMBLY.—Charles T. Gilmore, Clerk of the House and Clerk of the Crown in Chancery; Arthur H. Sydere, Clerk Assistant; F. J. Glackmeyer, Sergeant-at-Arms.

PROVINCE OF QUEBEC.

SEAT OF GOVERNMENT—QUEBEC.

LIEUTENANT GOVERNOR.—Hon. Theodore Robitaille; Capt. Henry Sheppard, Aide-de-Camp.

EXECUTIVE COUNCIL.

Premier and Minister of Agriculture and Public Works.....Hon. J. A. Chapleau.
Attorney-General....." L. O. Loranger.
Treasurer....." J. G. Robertson.
Provincial Secretary....." E. T. Paquet.
Speaker Legislative Council....." J. J. Ross.
Commissioner of Crown Lands....." E. J. Flynn.
Solicitor-General....." W. W. Lynch.

OFFICERS.—F. Fortier, Clerk Executive Council; G. Grenier, Deputy Clerk.

LEGISLATIVE COUNCIL.

HON. JOHN JONES ROSS, Speaker.

DIVISION.	NAME.	P. O. ADDRESS.
Alma	Hon. Jean Louis Beaudry	Montreal.
Bedford	Thomas Wood	Dunham Flats.
Chauvinigane	John Jones Ross	Ste. An. de la Per.
De Lanaudiere	Pierre E. Dostaler	Berthier.
De la Durantay	Edouard Remillard	Quebec.
De la Valliere	Jean Bte. G. Proulx	Nicolet.
De Lorimier	J. G. Laviolette	Napierville.
De Salaberry	H. Starnes	Montreal.
Grandville	Elizee Dionne	Ste. An. de la Po.
Gulf	Thomas Savage	Cape Cove.
Inkerman	George Bryson	Mansfield.
Kennebec	Joseph Gaudet	Gentilly.
La Salle	Louis Panet	Quebec.
Laurentides	Jean Elie Gingras	Quebec.
Lauzon	A. R. C. de Lery	Quebec.
Mille Isles	Felix H. Lemaire	St. Benoit.
Repentigny	Louis Archambeault	L'Assomption.
Rigaud	E. Prudhomme	Parish Montreal.
Rougemont	P. B. de LaBruere	St. Hyacinthe.
Sorel	P. E. Roy	St. Pie.
Stadacona	John Hearn	Quebec.
Victoria	James Ferrier	Montreal.
Wellington	W. H. Webb	Melbourne.

CHIEF OFFICERS OF THE LEGISLATIVE COUNCIL.—G. B. de Boucherville, Clerk, Master in Chancery and Accountant; S. S. Hatt, Gentleman Usher Black Rod; T. E. Roy, Sergeant-at-Arms.

LEGISLATIVE ASSEMBLY.

HON. ARTHUR TURCOTTE, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Argenteuil	Robert J. Meikle	Lachute.
Bagot	Narcisse Blais	St. Liboire.
Beauce	Joseph Poirier	St. Joseph.
Beauharnois	Celestin Bergerin	St. Timothee.
Bellechasse	P. Boutin	St. Raphael.
Berthier	Joseph Robillard	Lanoraie.
Bonaventure	J. L. Tarte	Quebec.
Brome	W. W. Lynch	Knowlton.
Chambly	R. Prefontaine	Montreal. [rade.
Champlain	D. N. St. Cyr	St. Anne de la Pe-
Charlevoix	O. Gauthier	St. Urbain.
Chateauguay	Edouard Laberge	St. Philomene.
Chicout. and Saguenay	W. E. Price	Saguenay.
Compton	W. Sawyer	Sawyer.
Deux-Montagnes	Charles L. Champagne	St. Eustache.
Dorchester	N. Audet	St. Anselme.
Drum. & Arthabaska	W. J. Watts	Drummondville.
Gaspé	Hon. Edmond J. Flynn	Quebec.
Hochelaga	Hon. Louis Beaubien	Montreal.
Huntingdon	Dr. A. Cameron	Huntingdon.
Iberville	Louis Molleur	St. Jean.
Jacques Cartier	N. M. LeCavalier	St. Laurent. [lois.
Joliette	V. P. Lavallée	St. Felix de Va-
Kamouraska	Charles Ant. Er. Gagnon	Riviere Ouelle.
Laprairie	L. B. A. Charlebois	Laprairie.
L'Assomption	Onulpe Pelletier	L'Epiphanie.
Laval	L. O. Loranger	St. Alexis.
Levis	Hon. E. T. Paquet	St. Nicholas.
L'Islet	J. Bte. Dupuis	St. Roch des Aul-
Lotbinière	Hon. H. G. Joly	Quebec. [nets.
Mackinongé	Edouard Caron	Riv. du Loup.
Megantic	Hon. George Irvine	Quebec.
Missisquoi	Ernest Racicot	Sweetsburg.
Montcalm	Octave Magnan	St. Alexis.
Montmagny	L. N. Fortin	Cap St. Ignace.
Montmorency	Charles Langelier	Quebec.
Montreal, Centre	H. A. Nelson	Montreal.
Montreal, East	L. O. Taillon	Montreal.
Montreal, West	James McShane	Montreal.
Napierville	L. D. Lafontaine	St. Edouard.
Nicolet	C. E. Houde	St. Celestin.
Ottawa (County)	L. Duhamel	Wright Township
Pontiac	Hon. L. R. Church	Aylmer.
Portneuf	Hon. Frs. Langelier	Quebec.
Quebec, Centre	R. Rinfret	Quebec.
Quebec, East	Joseph Shehyn	Quebec.
Quebec, West	A. H. Murphy	Quebec.
Quebec (County)	Hon. D. A. Ross	Quebec.
Richmond and Wolfe	Jacques Picard	Wotton.
Richelieu	Michael Mathieu	Sorel.
Rimouski	F. G. Bouthillier	Montreal.
Rowville	Hon. H. Mercier	St. Hyacinthe.
St. Hyacinthe	Hon. F. G. Marchand	St. Jean de Iber
St. John's	G. L. Desaulniers	Yamachiche [ville
St. Maurice	F. S. L. Desaulniers	Yamachiche [ville
Shefford	J. Lafontaine	Roxton Falls.
Sherbrooke	Hon. J. G. Robertson	Sherbrooke.
Soulanges	William Duckett	Coteau Landing.
Stanstead	Henry Lovell	Coaticook.
Temiscouata	G. H. Deschênes	St. Epiphanie
Terrebonne	Hon. J. A. Chapleau	Montreal.

DOMINION OF CANADA.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Three Rivers.	Hon. A. Turcotte (Speaker)	Three Rivers.
Yamaska.	Emery Lalonde	Ste. Marthe.
Verchères.	Achille Larose	Verchères.
Yamaska.	J. C. S. Wurtele	Montreal.

CHIEF OFFICIALS OF THE LEGISLATIVE ASSEMBLY.—Louis D'Orme, Clerk of the House; Etienne Simard, Assistant Clerk; J. D. L. May, Librarian; Gédéon LaRoque, Sergeant-at-Arms.

PROVINCE OF NEW BRUNSWICK.

SEAT OF GOVERNMENT—FREDERICTON.

LIEUTENANT-GOVERNOR.—His Honour the Honourable Robert Duncan Wilmet, P.C. Provincial Aide-de-Camp, Captain Alf. F. Street; Private Secretary, Henry Wilmet, Esq.

EXECUTIVE COUNCIL.

President.	Hon. Robert Young.
Attorney-General.	" J. J. Fraser, Q.C.
Provincial Secretary.	" W. Wedderburn, Q.C.
Chief Commis. Board of Trade.	" P. A. Landry.
Surveyor-General.	" M. Adams.
Solicitor-General.	" J. H. Crawford.
Member of Council.	" Wm. E. Perley.
"	" D. L. Hannington.

F. A. H. Straton, Clerk.

LEGISLATIVE COUNCIL.

HON. A. McL. SEELY, President.

COUNTIES.	NAME.	P. O. ADDRESS.
Albert.	Hon. J. Lewis.	Hillsboro'
Carleton.	" James Ryan.	Elgin.
Carleton.	" Wm. Lindsay.	Woodstock.
Charlotte.	" F. Hibbard.	St. George.
Gloucester.	" R. Young.	Caraquette.
Kent.	" O. McInerney.	Richibucto.
King's.	" John Flewwelling.	Hampton.
Northumberland.	" W. M. Kelly.	Chatham.
Queen's.	" Alex. McLeod.	Coverdale.
Restigouche.	" W. Hamilton.	Dalhousie.
St. John.	" Robert Robinson.	Canterbury.
St. John (City).	" T. R. Jones.	St. John.
Sunbury.	" A. Harrison.	Maugerville.
Victoria.	" B. Beveridge.	Tobique.
Westmoreland.	" D. Hanington.	Shediac.
York.	" John A. Beckwith.	Fredericton.

OFFICERS OF THE LEGISLATIVE COUNCIL.—George Botsford, Clerk; J. H. Phair, Assistant Clerk; R. R. Joutet, Usher of Black Rod.

HOUSE OF ASSEMBLY.

HON. B. R. STEVENSON, Speaker.

CONSTITUENCIES.	NAME.	P. O. ADDRESS.
Albert.	Dr. Lewis.	Hillsborough.
"	G. S. Turner.	Harvey.
Carleton.	G. W. White.	Centreville.
"	J. S. Leighton.	Centreville.
Charlotte.	Hon. B. R. Stevenson.	St. Andrews.
"	George F. Hill.	St. Stephen.
"	J. E. Lynot.	St. George.
"	Thomas Botterell.	St. David's.
Gloucester.	F. McManus.	Caraquette.
"	Patrick Ryan.	Caraquette.
Kent.	C. J. Saire.	Richibucto.
"	U. John.	St. Marys.
King's.	Dr. E. A. Vail.	Sussex.
"	F. E. Morton.	Sussex.
"	Hon. J. H. Crawford.	St. John.
Madawaska.	L. Theriault.	St. Leonards.
Northumberland.	Hon. W. Adams.	Newcastle.
"	A. A. Davidson.	Newcastle.
"	T. F. Gillespie.	Chatham.
"	E. Hutchinson.	Douglas.
Queen's.	Francis Wood.	Welsford.
"	Walter S. Butler.	Sypher's Cove.
Restigouche.	Cunard Barbeirie.	Campbellton.
"	Thomas Kenney.	Dalhousie.
St. John.	D. McLellan.	Portland.
"	William Elder.	St. John.
"	R. J. Ritchie.	St. John.
"	Edward Willis.	St. John.
St. John (City).	Robert Marshall.	St. John.
"	Hon. W. Wedderburn.	St. John.
Sunbury.	Hon. W. E. Perley.	Blissville.
"	J. S. Covert.	Maugerville.
Victoria.	W. B. Beveridge.	Tobique.
Westmoreland.	A. E. Killam.	Salisbury.
"	Hon. P. A. Landry.	Dorchester.
"	Hon. D. L. Hannington.	Dorchester.
"	Jos. L. Black.	Sackville.
York.	A. G. Blair.	Fredericton.
"	Hon. J. J. Fraser, Q.C.	Fredericton.
"	F. P. Thompson.	Fredericton.
"	George Colter.	Douglas.

OFFICERS OF THE HOUSE OF ASSEMBLY.—G. J. Bliss, Clerk; J. Richards, Clerk Assistant; H. Beckwith, Sergeant-at-Arms.

PROVINCE OF NOVA SCOTIA.

SEAT OF GOVERNMENT—HALIFAX.

LIEUTENANT-GOVERNOR.—His Honour the Hon. Adams George Archibald. Lieut. John Hicks, R. N., Private Secretary; Lieut. Col. H. W. Clarke, N. S. M., and Lt.-Col. Chas. J. Stewart, 1st Brig. Mil. Artillery, Provincial Aides-de-Camp.

EXECUTIVE COUNCIL.

Provincial Secretary.	Hon. Simon H. Holmes.
Attorney-General.	" John S. D. Thompson.
Commissioner of Works and Mines.	" Samuel Creelman.

Member of Council.	Hon. Nathaniel W. White.
"	" Wm. B. Troop.
"	" C. J. Townshend.
"	" James S. McDonald.
"	" H. F. McDougall.

RETIRED MEMBERS OF EXECUTIVE COUNCIL (retaining their rank and precedence, by special permission of Her Majesty).—Hon. Sir Wm. Young, Hon. Sir Charles Tupper, C.B., Hon. William A. Henry, Hon. James McDonald, Hon. Samuel L. Shannon, Hon. Alexander McFarlane, Hon. Adams G. Archibald.

LEGISLATIVE COUNCIL.

HON. ROBERT BOAK, President.

NAME.	P. O. ADDRESS.
Hon. Robt. M. Cutler.	Guyborough.
" Wm. C. Whitman.	Annapolis.
" John McKinnon.	Antigonish.
" Samuel Creelman.	Steviake.
" D. McN. Parker.	Halifax.
" James Fraser.	Pictou.
" Hugh Cameron.	Maheu.
" Charles Dickie.	Cornwallis.
" Robert Boak, Junr.	Halifax.
" E. R. Oakes.	Digby.
" A. McN. Cochran.	Maitland.
" James Butler.	Halifax.
" Charles Boudroit.	Arichat.
" C. M. Francheville.	Guyborough.
" John B. Dickie.	Truro.
" David McCurdy.	Baddeck.
" H. Black.	Cornwallis.
" J. S. McDonald.	Halifax.
" Loran E. Baker.	Yarmouth.
" Thos. E. Morrison.	Londonberry.

OFFICERS.—John G. Halliburton, Clerk; Robert Romans, Gentleman Usher of the Black Rod.

HOUSE OF ASSEMBLY.

HON. E. T. MOSELEY, Speaker.

CONSTITUENCIES.	NAME.
Annapolis.	Hon. Wm. B. Troop.
"	Calch W. Shafner.
Antigonish.	Hon. John S. D. Thompson.
"	Angus McGillivray.
Cape Breton.	Hon. E. Tilton Moseley.
"	Hector F. McDougall.
Colchester.	Wm. A. Patterson.
"	Wm. Blair.
Cumberland.	Hon. C. J. Townshend.
"	Edward Vickery.
Digby.	Benjamin Vanblaricom.
"	Henry M. Robicheau.
Guyborough.	James W. Hadley.
"	Alex. N. McDonald.
Halifax.	J. F. Stairs.
"	Wm. D. Harrington.
"	John Pugh.
Hants.	Nathaniel Spence.
"	Thomas B. Smith.
Inverness.	Duncan J. Campbell.
"	Alexander Campbell.
King's.	Wm. C. Bell.
"	Hon. James S. McDonald.
Lunenburg.	Charles A. Smith.
"	Edward James.
Pictou.	Hon. Simon H. Holmes.
"	Alexander McKay.
"	Adam C. Bell.
Queen's.	L. S. Ford.
"	James C. Bartling.
Richmond.	Isidore LeBlanc.
"	Alexander McCuish.
Shelburne.	Hon. N. W. White.
"	Nehemiah McGray.
Victoria.	Wm. F. McCurdy.
"	John Morrison.
Yarmouth.	Albert Gayton.
"	Joseph R. Kenney.

CHIEF OFFICERS OF THE HOUSE OF ASSEMBLY.—Clerk, H. C. D. Twining; Assistant Clerk, J. S. McKinnon; Sergeant-at-Arms, E. A. Pyke.

PROVINCE OF PRINCE EDWARD ISLAND.

SEAT OF GOVERNMENT—CHARLOTTETOWN.

LIEUTENANT-GOVERNOR.—Hon. T. Heath Haviland; Eustace Haviland, Private Secretary; Lt.-Col. James Peake and Lt.-Col. Robinson Hodgson, Provincial Aides-de-Camp.

EXECUTIVE COUNCIL.

Attorney-General.	Hon. W. W. Sullivan.
Minister of Public Works.	" Donald Ferguson.
Provincial Secretary and Treasurer.	" Neil McLeod.
Member of Council.	" Samuel Prowse.
"	" John McFurphy.
"	" Joseph Wightman.
"	" Wm. Campbell.
"	" J. O. Arnsault.
"	" Peter Gavin.

W. C. Des Brisay, Clerk.

LEGISLATIVE COUNCIL.

HON. JOHN BALDERSTON, President.

Queen's Co.	{	Charlottetown and	Hon. Thomas W. Dodd.
"	{	Royalty.	"
1st District.	"	"	Hon. A. B. McKenzie.
"	"	"	John Balderston.
2nd District.	"	"	L. McMillan.
"	"	"	R. Munn.

King's Co.	1st District.	Hon. L. Rickham.
"	"	Simon Bulger.
"	2nd District.	Joseph Wightman.
"	"	Thomas Annear.
Prince Co.	1st District.	Richard B. Reid.
"	"	Benjamin Rogers.
"	2nd District.	Alexander Laird.
"	"	Stewart Burns.

OFFICERS OF LEGISLATIVE COUNCIL.—John Ball, Clerk; John G. Scrimgeour, Usher of Black Rod and Sergeant-at-Arms.

HOUSE OF ASSEMBLY.

HON. JOHN A. McDONALD, Speaker.

Queen's Co.	{	Charlottetown and	Hon. Neil McLeod.
"	{	Royalty.	" G. W. DeBlois.
1st District.	"	"	Donald Cameron.
"	"	"	Wm. Campbell.
2nd District.	"	"	Donald MacKay.
"	"	"	Donald Farquharson.
3rd District.	"	"	Robert Shaw.
"	"	"	D. A. Macdonald.
4th District.	"	"	Duncan Crawford.
"	"	"	James Nicholson.
Prince Co.	1st District.	"	Hon. Peter Gavin.
"	"	"	F. S. Perry.
2nd District.	"	"	Hon. John Yeo.
"	"	"	James W. Richard.
3rd District.	"	"	Hon. J. O. Arnsault.
"	"	"	John A. McDonald.
4th District.	"	"	A. E. C. Holland.
"	"	"	G. W. Bentley.
5th District.	"	"	Hon. John Lefurgey.
"	"	"	Angus McMillan.
King's Co.	{	Georgetown and	Hon. Daniel Gordon.
"	{	Royalty.	" A. J. Macdonald.
1st District.	"	"	John C. Underhay.
"	"	"	Lauchlan Macdonald.
2nd District.	"	"	Hon. Wm. W. Sullivan.
"	"	"	Wm. Hooper.
3rd District.	"	"	J. E. Macdonald.
"	"	"	Donald Ferguson.
4th District.	"	"	Hon. Samuel Prowse.
"	"	"	William A. Poole.

Clerk of the Assembly—Arch. McNeill.

PROVINCE OF BRITISH COLUMBIA.

SEAT OF GOVERNMENT—VICTORIA, V. I.

LIEUTENANT-GOVERNOR.—Hon. A. N. Richards; Capt. Geo. Wm. Layton, Provincial Aide-de-Camp.

EXECUTIVE COUNCIL.

Attorney-General and Chief Commis.	Hon. G. A. Walkem.
Land and Works.	" Robt. Beaven.
Minister of Finance and Agriculture.	" T. B. Humphreys.
Pro. Sec. and Minister of Mines.	" T. B. Humphreys.

LEGISLATIVE ASSEMBLY.

Hon. F. W. Williams, Speaker; John Rowland Hett, Clerk.	
Cariboo.	Hon. G. A. Walkem.
"	Geo. Cowan.
"	Geo. Ferguson.
Comox.	Hon. John Ash, M.D.
Cowichan.	Wm. Smythe.
"	E. Pimbury.
Esquimalt.	Hon. F. W. Williams.
"	J. Helgesen.
Kootenay.	C. Gallagher.
"	W. Galbraith.
Lilloet.	W. M. Brown.
"	W. Saul.
Nanaimo.	Jas. A. Abrams.
N. Westminster City.	E. Brown.
N. Westminster Dis.	D. McGillivray.
"	W. J. Harris.
Victoria City.	Hon. R. Beaven.
"	W. Wilson.
"	J. S. Drummond.
"	J. W. Williams.
Victoria Dis.	Hon. T. B. Humphreys.
"	W. McIlmoyle.
Yale.	J. A. Mara.
"	F. G. Vernon.
"	Preston Bennett.

PROVINCE OF MANITOBA.

SEAT OF GOVERNMENT—WINNIPEG.

LIEUTENANT-GOVERNOR.—Hon. Joseph E. Cauchon; Private Secretary, J. E. Cauchon, Junr.

EXECUTIVE COUNCIL.

Premier and Treasurer.	Hon. J. Norquay.
Attorney-General.	" D. M. Walker.
Minister of Public Works.	" C. P. Brown.
Provincial Secretary.	" M. A. Girard.
Minister of Agriculture.	" M. Goulet.
Rice M. Howard, Clerk.	

LEGISLATIVE ASSEMBLY.

HON. GILBERT McMICKEN, Speaker; THOMAS SPENCE, Clerk.

CONSTITUENCY.	NAME.
Assiniboia.	Alex. Murray.
Base St. Paul.	Senator Girard.
Burnside.	John Smith.
Cartier.	Hon. G. McMicken.
Dufferin, N.	Andrew Laughlin.
Dufferin, S.	Wm. Winram.
Emerson.	W. H. Nash.

CONSTITUENCIES.	NAME.
Gladstone.....	Hon. C. P. Brown.
High Bluff.....	J. A. K. Drummond.
Kildonan.....	A. M. Sutherland.
La Vérendrye.....	Hon. M. Goulet.
Mountain.....	Thos. Greenway.
Morris.....	Joseph Taillefer.
Portage La Prairie.....	Dr. Cowan.
Rockwood.....	J. S. Aikins.
Springfield.....	A. W. Ross.
St. Agathe.....	Alex. Kittson.
St. Andrew's.....	Hon. John Norquay.
St. Boniface.....	A. A. C. La Rivière.
St. Clements.....	E. H. G. G. Hay.
St. Francois Xavier.....	Patrice Bréland.
Westbourne.....	Hon. D. M. Walker.
Winnipeg.....	Capt. Thos. Scott.
Woodlands.....	Wesley F. Lipsett.

NORTH-WEST TERRITORIES.

SEAT OF GOVERNMENT—BATTLEFORD.

LIEUTENANT-GOVERNOR—Hon. David Laird. COUNCIL—Matthew Ryan and Hugh Richardson, Stipendiary Magistrates, and Members of Council *ex officio*; Lieut.-Colonel James Farquharson McLeod, C.M.G., Commissioner of Police, Pascal Bréland, Members of Council.

Lieut.-Colonel Acheson Gosford Irvine, Assistant Commissioner of Police; Amedée Forget, Clerk of the Council and Secretary to the Lieut.-Governor; Edouard Richard, Sheriff; William James Scott, Registrar.

NEWFOUNDLAND.

SEAT OF GOVERNMENT—ST. JOHN'S.

Governor, Commander-in-Chief and Vice-Admiral, Capt. Sir John Glover, R. N.; Private Secretary, H. H. MORGAN; Colonial Aide-de-Camp, Alex. Murray.

EXECUTIVE COUNCIL.

Attorney-General.....	Hon. W. V. Whiteway.
Surveyor-General.....	" W. J. S. Donnelly.
Colonial Secretary.....	" E. D. Shea.
Receiver-General.....	" J. J. Rogerson.
Mem. of Council.....	" John Rorke.
" " " " " "	" Jas. S. Winder.
Clerk of the Council—Hon. E. D. Shea.	

LEGISLATIVE COUNCIL.

Hon. Robert Alexander.	Hon. Chas. R. Ayer.
" James Fox.	" Aug. W. Harvey.
" Robt. Kent.	" Edward Morris.
" Stephen Randall.	" Edward D. Shea.
" Thos. Talbot.	" Peter G. Tessier.
" Robt. Thornburn.	" John H. Warren.
" Edward White.	" John Winter.
Clerk—Hugh F. Carter.	Solicitor—Thos. J. Kough.

HOUSE OF ASSEMBLY.

Hon. A. J. W. McNEILLY—Speaker.

CONSTITUENCY.	NAME.
Conception Bay.....	Hon. Ambrose Shea.
" " " " " "	Charles Dawe.
" " " " " "	Nathan Norman.
" " " " " "	Hon. John Rorke.
" " " " " "	A. Penny.
" " " " " "	Joseph J. Little, Q.C.
" " " " " "	Patrick Nowlan.
St. John's East.....	Robt. J. Kent.
" " " " " "	Robt. J. Parson.
" " " " " "	M. J. O'Meara.
St. John's West.....	Louis Tessier.
" " " " " "	J. McLaughlan.
" " " " " "	Patrick J. Scott.
Trinity Bay.....	Hon. Wm. V. Whiteway.
" " " " " "	John Rendell.
" " " " " "	James H. Watson.
Placentia and St. Mary's.....	Hon. W. J. S. Donnelly.
" " " " " "	James Collins.
" " " " " "	Michael E. Dwyer.
Twillingate and Fogo.....	Hon. A. J. W. McNeilly.
" " " " " "	S. B. Carter.
" " " " " "	R. P. Rice.
Bonavista Bay.....	George Skelton.
" " " " " "	Francis Winter.
" " " " " "	James Saint.
Burin.....	Hon. J. J. Rogerson.
" " " " " "	James S. Winter.
Ferryland.....	Joseph Greene.
" " " " " "	James G. Conroy.
Burgeo and La Palle.....	Alex. M. McKay.
Fortune Bay.....	James O. Fraser.
Clerk of Assembly—John Stewart.	

STAMP DUTIES.

Upon all notes, drafts, bills of exchange, &c., for amounts of \$25 and over, made, drawn or accepted in Canada, the following scale of stamp duties shall be levied:

For \$25, one cent.
For amounts over \$25 and up to \$50, two cents.
For amounts over \$50 and up to \$100, three cents.
For amounts exceeding \$100, three cents for each \$100, and three cents additional for each additional \$100 or fraction thereof.

When drafts or bills of exchange are executed in duplicate, two cents on each part for the first \$100, and the same for any additional fraction thereof; and if made in more than two parts, one cent each part for each \$100 or fraction thereof.

Any interest made payable at maturity shall be counted as part of the whole.

The following are also liable to duty as above:

(1) Any bill, draft, order or instrument, for the payment of money by a bill or promissory note, whether such payment is required to be made to bearer or order; (2) letters of credit; (3) any receipt entitling party receiving it to receive a like sum from a third party.

The following instruments are free from stamp duties: notes, drafts, and all instruments under \$25; bills of exchange drawn by H. M. Commissariat or other officers on H. M. Imperial or Provincial service, or any acceptance, endorsement, &c., by such officer on a bill of exchange drawn out of Canada, or any draft of or on any bank payable to the order of any such officer in his official capacity—or any note payable on demand to bearer—or any cheque, if the same be payable on demand—or any P. O. order—or any municipal debenture or coupon thereon—or any instrument executed by a notary in his official capacity.

Duties must be paid by affixing adhesive stamps, or by using stamped paper of the denomination required, in either which case the stamp is to be cancelled by writing thereon the signature or initials of the maker, drawer or witness attesting the signature of the maker or endorser of the instrument; or the person affixing or witness attesting shall write or stamp thereon the date.

If this latter be neglected or omitted, any person stamping or writing a false date is liable to a fine of \$100.

In case of promissory notes made or drawn in Canada, the method shall be by adhesive stamps, and not stamped paper.

If not stamped at time of drawing it may be done subsequently; the holder attaching double the amount of stamps required originally (with date of such being so attached), even if during time suit is in progress: provided that at the time it came into his hands he had no knowledge of any defects in the same, and that he proceeded to remedy such defects as soon as they came to his knowledge, even if such holder shall have acquired such knowledge only during proceedings in court.

The penalty for not affixing proper stamps to notes, &c., is \$100, and any person who makes, draws, accepts, endorses, signs, or in any way becomes a party to such instrument, is liable to the same. They may, however, avoid such liability by double stamping the same, as above; this double stamping to remove any probable invalidity by reason of proper duty not having been paid at all, or not paid by the proper party, or at the proper time, or of any formality as to date or erasure of the stamps affixed having been omitted, or a wrong date placed thereon, &c.

After, however, any note or instrument requiring to be stamped has been settled or paid, no penalty shall be enforced by reason of any irregularity in stamping, unless it be shown that the party from whom a penalty is demanded was aware, before or at the date of maturity of such note or instrument, of such defect or irregularity, without remedying the same as above.

Notes or bills, &c., found amongst the securities of a deceased person, unstamped, insufficiently stamped, &c., become valid on affixing thereto (and properly cancelling) "double" stamps. Any irregularity as to stamping, &c., does not prevent any note or instrument from being admitted as evidence in criminal proceedings.

The Minister of Inland Revenue appoints agents—generally postmasters and post-stamp agents—to sell bill stamps, the same as postage stamps; and any one who forges, counterfeits or imitates, or procures to be forged, counterfeited or imitated any such stamp or stamped paper, or knowingly uses, offers, sells or exposes such for sale, or shall in any way aid or abet such forgery, counterfeit or imitation, shall be guilty of a felony, on conviction of which he shall be liable to imprisonment in the penitentiary for a term not exceeding twenty-one years.

Any banker or broker making, drawing, issuing, negotiating, presenting, receiving, or in any way holding any note or instrument not duly stamped, and who does not immediately affix and cancel the stamps called for by the Act in that behalf, not only becomes liable to a penalty of \$500, but is by such neglect or proceeding debarred from recovering the same in any suit at law; and any person wilfully affixing to any note or instrument any cancelled stamp, or one which has been previously affixed to any other note or instrument, shall be guilty of a misdemeanor, and subject to a fine of \$500.

POSTAL INFORMATION.

LETTER RATES, ETC.

Canada.—Letters posted in Canada, addressed to any place within the Dominion (including Manitoba, British Columbia and Prince Edward Island), 3 cents per $\frac{1}{4}$ oz. or fraction thereof; if unpaid, such letters cannot be forwarded, but will be sent to the Dead Letter Office. If liable to more than one rate of postage, and insufficiently prepaid, the letter will be forwarded to its destination, and double the deficiency charged on delivery. Letters mailed at any office for delivery at or from the same office, are charged 1 cent each, and must be prepaid; otherwise they are sent to the Dead Letter Office.

Newfoundland.—Postage on letters 5 cents per $\frac{1}{4}$ oz. or fraction thereof. Newspapers (see "Transient Newspapers"). Post cards, 2 cents each. Prepayment necessary.

United States.—The rate on letters to the United States is the same as in Canada, but must be prepaid.

United Kingdom.—Postage on letters 5 cents per $\frac{1}{4}$ oz. or fraction thereof, whether by Canadian or New York steamers. If sent unpaid, double postage will be charged.

Post Cards.—From any place in Canada to any other place in Canada or to the United States, 1 cent each. British and Foreign, (including Newfoundland), 2 cents each.

REGISTRATION OF LETTERS.

Persons posting letters containing value should be careful to require them to be registered, and to obtain from the Postmaster a certificate of receipt for Registration.

The charge for Registration (use Registration Stamp) in addition to the postage, is as follows, viz.:

On letters to any other place in Canada or British North America	- 2 cents.
On letters for the United States, or United Kingdom	- 5 "
On parcels, patterns or samples (Canada only),	- 5 "
On book packets and newspapers to United Kingdom	- 5 "

Registration and foreign postage rates must in all cases be prepaid in full by stamps. Letters to other points within the Dominion weighing over $\frac{1}{4}$ oz. and being insufficiently stamped, will be forwarded to destination, and double the amount of the deficiency charged on delivery.

Registered letter stamps have been issued of the above denominations, which may be obtained at any stamp agency.

Registration is not an absolute guarantee against the miscarriage or loss of a letter; but a registered letter can be traced where an unregistered letter can not, and the posting and delivery or non-delivery can be proven.

BOOK POST.

A Book Packet may contain any number of separate books, publications, works of literature or art, maps or prints, photographs, daguerreotypes, when not on glass or in frames containing glass; any quantity of paper, vellum or parchment (to the exclusion of letters); and the books, maps, papers, &c., may be either written, printed or plain, or any mixture of the three; and may be either British, Colonial or Foreign. No package must exceed 5 lbs. in weight, nor must the size exceed two feet in length, or one foot in width or depth.

Book Packets must be open at both ends or both sides, and must not contain any letter or sealed enclosure. For the sake of security they may be tied with a string; any Postmaster may cut this and examine the packet; but if nothing "contraband" be found therein, he must re-tie and forward it.

The rate on Book Packets between any two places in Canada, and to Newfoundland and the United States, is 1 cent per 4 oz. or fraction thereof, which must be prepaid by stamps.

PARCEL POST.

The charge on Parcels by the Parcel Post, which is limited to places within the Dominion, is 6 cents for every 4 oz. or fraction thereof, with 5 cents additional if registered. No letter must be enclosed; if any discovered, the amount paid will be forfeited, and the parcel charged at unpaid letter rates. No parcel must exceed 5 lbs. in weight, and must be prepaid by stamps.

Parcels cannot be transmitted by post to any place beyond the limits of the Dominion of Canada, nor can any parcel be forwarded to British Columbia or Manitoba via the United States, which exceeds in weight the limits of 2 lbs. 3 oz.

Eye glasses and spectacles may be sent by mail when properly put up and prepaid by Parcel Post.

MISCELLANEOUS MATTER.

Miscellaneous matter, described as under, may pass between places in the Dominion of Canada upon prepayment of a rate of 1 cent per 4 oz. The limit of weight is 4 lbs.

Under this head is comprised pamphlets, occasional publications, printed circulars, hand bills, book and newspaper manuscripts, printers' proof sheets, maps, drawings, engravings, photographs, when not on glass, sheet music, printed or written, deeds, insurance policies, &c.

This matter must be done up in covers, open at both ends or sides, or in such a manner as to be easily inspected by the Post Office authorities, and must contain no letter or other communication to serve the purpose of a letter.

TRANSIENT NEWSPAPERS.

Transient Newspapers—that is to say, Canadian newspapers posted otherwise than from the office of publication, and American or British papers posted or re-posted in Canada—must be prepaid if less than 1 oz., $\frac{1}{2}$ cent; if over 1 oz., 1 cent for every 4 oz. or fraction thereof, prepaid by postage stamp, or they cannot be forwarded—except only British Newspapers which have been received through the mails by Canadian booksellers or news agents, and by them distributed to regular subscribers by mail; such papers pass free as they would do if received in the Canadian Packet Mails. Transient newspapers to the United Kingdom, 2 cents per 4 oz. Must be prepaid.

PERIODICAL PUBLICATIONS.

The rate on all periodicals, other than newspapers, passing by mail in Canada, save such as may be addressed to or received from the United Kingdom, is 1 cent per 4 oz. weight of package containing periodical matter, whether the package contains one or more numbers.

Any fraction of 4 oz. to be charged as a full rate. Transient periodical matter posted in Canada must, in all cases, be prepaid by postage stamps.

Periodicals printed and published in Canada may be posted addressed to any place in the United Kingdom by Canadian packet, on prepayment by postage stamp of 2 cents each number.

No package of periodicals can be sent through the post if it exceeds 5 lbs. in weight.

PATTERNS AND SAMPLES WITHIN THE DOMINION.

Patterns and samples of merchandise and goods for sale, not exceeding 24 oz. in weight, may be posted in Canada, to be forwarded to any place within the Dominion, on prepayment by postage stamp of a rate of 1 cent per 4 oz., under the following regulations:

If such rate be not fully prepaid by the stamps affixed, the packet to be rated with the deficient postage and a fine of 5 cents in addition.

Packages of samples and patterns, addressed to any place in Canada, may be registered on affixing thereto a registered letter stamp of the value of 5 cents in addition to the postage rate, and provided such packet be handed into the Post Office for registration.

Patterns or samples must be sent in cover open at the ends, so as to be easy of examination. Samples, however, of seeds, drugs, &c., which cannot be sent in open covers, may be enclosed in bags of linen or such like material, fastened in such a manner that they may be readily opened; or in bags entirely closed, provided that they be transparent, so that the officers of the Post Office may be able to satisfy themselves as to the nature of the contents.

The packet may bear on the outside the address of the sender, in addition to the address of the person for whom it may be intended; and also a trade mark or number, and the price of the sample enclosed; inside, there must be no inclosure but the samples or patterns themselves. The particulars, however, of the trade marks, numbers, and prices, may be marked on the articles themselves, instead of on the outside of the packet, at the option of the sender.

Goods sent for sale or in execution of an order, however small the quantity may be, or any article sent by one private individual to

another, which are not actually trade patterns or samples, are not admissible.

UNITED STATES.

Patterns and samples of merchandise, posted for places in the United States, will continue to be subject to the special rate of 10 cents each, prepaid by postage stamps, and must not exceed 8 oz. in weight.

UNITED KINGDOM.

Patterns and Samples of Merchandise, when addressed to places in the United Kingdom, must not exceed 8 oz. in weight, and must be prepaid by postage stamps at the following rates:—2 cents per 2 oz. or fraction thereof.

FOREIGN LETTER AND NEWSPAPER RATES.

COUNTRIES.	Letters.	Newspapers.
	P. $\frac{1}{2}$ oz.	Each.
Africa, West Coast	10 cts.	4 cts.
Australia, S. & W.	15 "	4 "
Austria	5 "	2 "
Belgium	5 "	2 "
Brazil	10 "	4 "
Buenos Ayres	10 "	4 "
Cape of Good Hope	15 "	4 "
Ceylon	10 "	4 "
China (including Hong Kong)	10 "	4 "
Cuba	5 "	2 "
Egypt	5 "	2 "
Fiji Islands	7 "	4 "
France	5 "	2 "
Germany	5 "	2 "
Gibraltar	5 "	2 "
Holland	5 "	2 "
India	10 "	4 "
Italy	5 "	2 "
Japan	10 "	4 "
Madeira	5 "	2 "
Mauritius	10 "	4 "
Mexico	10 "	4 "
Monte Video	27 "	4 "
New South Wales	15 "	4 "
New Zealand	15 "	4 "
Portugal	5 "	2 "
Queensland	15 "	4 "
Russia	5 "	2 "
Sandwich Islands	8 "	4 "
St. Pierre et Miquelon	5 "	2 "
Sierra Leone	10 "	4 "
Spain	5 "	2 "
Sweden	5 "	2 "
Switzerland	5 "	2 "
Tasmania	15 "	4 "
Turkey	5 "	2 "

WEST INDIES—VIA NEW YORK AND HALIFAX.

Via New York for Costa Rica, Curacao, Nicaragua, Panama, and Danish West Indies, Letters 10 cents per $\frac{1}{2}$ oz.; via New York for Bahamas, Hayti and San Domingo, Letters 7 cents per $\frac{1}{2}$ oz.; via New York for Bermuda, Cuba and Jamaica, Letters 5 cents per $\frac{1}{2}$ oz.; Newspapers, 2 cents each, West Indies, except where otherwise stated;

postage on Letters via New York, 15 cents per $\frac{1}{2}$ oz.; Newspapers, 4 cents each. Postage on Letters via Halifax, 10 cents per $\frac{1}{2}$ oz.; Newspapers, 4 cents each.

USEFUL HINTS.

Register all valuable letters.
Transmit money by Money Orders.
Make complaints and inquiries in writing.
Perserve, and request correspondents to preserve, envelopes of mis-sent or delayed letters.
Send to the Postmaster envelopes of letters about which you seek information or make complaint.
In addressing letters, add the name of the County and Province in which the office addressed is located.
Place stamp on the right hand upper corner of the address side.
Put your own name and full address in or on letter, to insure return if it cannot be delivered.

MONEY ORDERS ON THE UNITED KINGDOM.

The Money Order Offices throughout the Dominion also draw upon all the Money Order Offices in England, Ireland, and Scotland; and the Channel Islands, for any sum up to £10 sterling; and grant as many orders for £10 sterling each as may be needed to make up the amount to be remitted. The terms are as under:

On Orders up to £2 sterling	.....	\$0 25
" over 2 and up to £5	.....	0 50
" " 5 " 7	.....	0 75
" " 7 " 10	.....	1 00

MONEY ORDERS IN CANADA.

All the Money Order Offices of Canada are authorized to draw Money Orders on each other for any sum up to \$100, and for as many Orders of \$100 each as the applicant may require, upon the following terms, viz.:

In Ontario, Quebec, Nova Scotia, Manitoba, New Brunswick and Prince Edward Island.

On Orders up to \$4	.....	2 cents.
Over \$4 and up to 10	.....	5 "
" 10 " 20	.....	10 "
" 20 " 40	.....	20 "
" 40 " 60	.....	30 "
" 60 " 80	.....	40 "
" 80 " 100	.....	50 "

MONEY ORDERS ON NEWFOUNDLAND.

The Money Order Offices in Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and Prince Edward Island, draw also upon the Money Order Offices in Newfoundland. The Orders, like those of the United Kingdom, are payable in sterling money, and for sums up to £20 sterling. The terms are:

For Orders up to £5	.....	0 25
" over 5 and up to £10	.....	0 50
" " 10 " 15	.....	0 75
" " 15 " 20	.....	1 00

The Money Order Post Offices are furnished with lists of all the Money Order Offices in the United Kingdom, Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland; and the Postmasters are instructed to afford every information in their power in respect of the places upon which they draw, together with any other information relating to such issues as the intending remitters may desire.

MONEY ORDERS ON THE UNITED STATES.

Money Orders on the United States are drawn in Canada cur-

rency, and may be for any sum not exceeding \$40. Postmasters are, however, at liberty to issue two or more separate orders on the United States for \$40 each.

The rate of commission charged on Money Orders on the United States is:

For any sum not exceeding \$20	.....	25 cents.
Exceeding \$20 and not exceeding \$40	.....	40 "

Money Orders issued in Canada on the United States, are converted into and payable at their value in United States currency.

Money Orders issued in the United States on Canada are drawn in United States currency, and converted into and payable at their value in Canada currency.

POST OFFICE SAVINGS BANK.

Post Office Savings Banks in Ontario and Quebec (also at Winnipeg, Man.), are open daily for the receipt and repayment of deposits, during the ordinary hours of Post Office business.

The direct security of the Dominion is given by the Statute for all deposits made.

Any person may have a deposit account, and may deposit yearly any number of dollars, from \$1 up to \$300, or more with the permission of the Postmaster-General.

Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman.

Deposits for children under 10 years of age may be made—

Firstly—By a parent or friend as trustee for the child, in which case the deposits can be withdrawn by the trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both trustee and child.

Secondly—In the child's own name—and, if so deposited, repayment will not be made until the child shall attain the age of ten years.

A depositor in any of the Savings Bank Post Offices may continue his deposits at any other of such offices, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is most convenient for him.

Each depositor is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or withdrawn are entered therein by the Postmaster receiving or paying the same.

Each depositor's account is kept in the Postmaster-General's office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book a direct acknowledgment from the Postmaster-General for each sum paid in is sent to the depositor. If this acknowledgment does not reach the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster-General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not sufficient without the further receipt for the money from Ottawa.

Every depositor must send his book once a year, viz., on the anniversary of his first deposit, for comparison with the books of the Department, and for insertion of interest. The book will be returned by first mail. At no other time should a depositor suffer his book to be out of his own possession.

When a depositor wishes to withdraw money, he can do so by applying to the Postmaster-General, who will send him by return of mail a cheque for the amount, payable at whatever Savings Bank Office the depositor may have named in his application.

Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

CONTAINING THE

The Offices printed in Italics are authorized to grant and pay Money Orders. The Offices marked * are Savings Bank Offices. The letters "W. O." following the name of a Post Office, signify "Way Office."

The capital letters on the right of the Electoral District column indicate the several Provinces of the Dominion.

[illegible]

[illegible]

NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.	NAME OF POST OFFICE.	ELECTORAL DISTRICT AND PROVINCE.		
Mulville.	King's	N S	Murdoch.	Grey, S R	N	North Alton	King's	N S	*Osselo.	Renfrew, N R	O	Pine Trees.	Pictou	N S	*Prinville.	Grey, E R	N	Rivière d'Agout.	Terrebonne	Q	
Mulville.	York	N B	Murray.	Northumb'd, E R	O	Northampton	Prince	P E I	*Oshawana.	Midland, S R	O	Pinkerton	Bruce, S R	N	Prinville.	Cardwell	N	Rivière à la Pile.	Montmorency	Q	
Mulville.	Gloucester	N	Murray Bay.	Charlevoix	Q	Northampton	Carlton	N	*Osman.	Ontario, W B	O	Pipelon	Compton	N	Prince Albert.	Ontario, N R	O	Rivière à la Pile.	Montmorency	Q	
Mulville.	King's	N S	Murray Harbour.	Queens	P E I	North Beaver Bank	Halifax	N	Osprey.	Wellington, S R	O	Pipelon	Compton	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q	
Milton, East	Shefford	N	Murray Harbour, S. King's	P E I	North Bedford	Prince	P E I	*Ossage.	King's	N B	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q	
Milton Station	Queens	P E I	Murray River.	King's	P E I	North Bristol	Pontiac	N	Ossian	Lambton	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Milton, West	Halton	N	Murray Road.	Westmoreland, N B	N	North Brookfield	Queens	N S	Ossow.	Marquette	M	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Milton	York	N	Murray Road, Corner	And, N	N	North Buxton	Kent	N R	Ottawa	Queens	N B	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minico	York, W R	O	Murvale	Addington	N	North Buxton	Kent	N R	Ottawa	Queens	N B	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minimigash	Prince	P E I	Muskoka Falls	Muskoka	O	North Cookhouse	Stanstead	Q	*Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minosa	Wellington, S R	O	Musquash	St. John	N B	Northcote	Renfrew, S R	O	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
*Minot.	Victoria, N R	O	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
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Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree	Inverness	N	Ottawa	Ottawa	N	Pisano	Harbour	Guyborough	N	Prince of Wales.	St. John	N B	Rivière à la Pile.	Montmorency	Q
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Minot.	Carlton	N	Musquodoboit Har.	Halifax	N	N. E. Br., Margaree															

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THE BANKS OF CANADA,

WITH THEIR CAPITAL, BRANCHES, FOREIGN AGENTS, &c., &c.

ONTARIO.

BANK OF HAMILTON.

CAPITAL SUBSCRIBED, - - - \$1,000,000
 HEAD OFFICE, - - - HAMILTON.
 AGENCIES: Beeton, Listowel, Port Elgin, Georgetown, Milton, Wingham.
 AGENTS.—New York—Messrs. John J. Cisco & Son. London—The National Bank of Scotland.

BANK OF OTTAWA.

AUTHORIZED CAPITAL, - - - \$1,000,000
 PAID UP CAPITAL, - - - 566,823
 HEAD OFFICE, - - - OTTAWA.
 AGENCIES: Ottawa, Arnprior.
 FOREIGN AGENTS.—London—Alliance Bank, Limited. New York—Harper & Goadby. Chicago—Canadian Bank of Commerce.

BANK OF TORONTO.

PAID UP CAPITAL, - - - \$2,000,000
 RESERVE FUND, - - - 750,000
 HEAD OFFICE, - - - TORONTO.
 BRANCHES: Montreal, Cobourg, Barrie, Peterboro', Port Hope, St. Catharines, Collingwood.
 FOREIGN AGENTS.—London—The City Bank. New York—The National Bank of Commerce; Messrs. Watson & Lang.

CANADIAN BANK OF COMMERCE.

HEAD OFFICE, - - - TORONTO.
 PAID UP CAPITAL, - - - \$6,000,000
 REST, - - - 1,400,000
 FOREIGN AGENTS.—New York—J. G. Harper and J. H. Goadby. Chicago—J. G. Orchard.

BRANCHES: Barrie, Hamilton, Seaforth, Belleville, London, Simcoe, Berlin, Lucan, Stratford, Brantford, Montreal, Strathroy, Chatham, Norwich, Thorold, Collingwood, Orangeville, Toronto, Dundas, Ottawa, Walkerton, Dunnville, Paris, Windsor, Galt, Peterboro', Woodstock, Goderich, St. Catharines, Guelph, Sarnia.

BANKERS.—New York—The American Exchange National Bank. London, Eng.—The Bank of Scotland.

DOMINION BANK.

CAPITAL, - - - \$1,000,000
 REST, - - - 310,000
 HEAD OFFICE, - - - TORONTO.
 Branch—Queen Street, corner of Esther.
 BRANCHES: Oshawa, Whitby, Brampton, Uxbridge, Bowmanville, Napanee, Orillia, Cobourg, Liverpool Market.

FOREIGN AGENTS.—Montreal—The Bank of Montreal. New York—The Bank of Montreal. London, Eng.—The National Bank of Scotland, 37 Nicholas Lane.

FEDERAL BANK.

CAPITAL PAID UP, - - - \$1,000,000
 REST, - - - 185,000
 HEAD OFFICE, - - - TORONTO.
 BRANCHES: Aurora, Kingston, St. Mary's, Chatham, London, Strathroy, Guelph, Newmarket, Tilsonburg, Hamilton, Simcoe, Yorkville.
 AGENTS.—London, Eng.—The National Bank of Scotland. New York—American Exchange National Bank. Canada—Bank of Montreal and its Branches.

IMPERIAL BANK OF CANADA.

CAPITAL AUTHORIZED, - - - \$1,000,000
 CAPITAL SUBSCRIBED, - - - 910,800
 HEAD OFFICE—Cor. Wellington St. and Exchange Alley (the Old Exchange Building), Toronto.
 BRANCHES: Dunnville, St. Catharines, Fergus, Ingersoll, St. Thomas, Woodstock, Port Colborne, Welland.

ONTARIO BANK.

CAPITAL, - - - \$3,000,000
 HEAD OFFICE, - - - TORONTO.
 BRANCHES: Alliston, Mount Forest, Port Perry, Bowmanville, Oshawa, P. Arthur's Landing, Guelph, Ottawa, Toronto, Lindsay, Peterboro, Whitby, Montreal, Port Hope, Winnipeg, Man.
 FOREIGN AGENTS.—London, Eng.—Alliance Bank (Limited). New York—Messrs. Walter Watson and Alex. Lang. Boston—Tremont National Bank.

STANDARD BANK OF CANADA.

CAPITAL AUTHORIZED, - - - \$1,000,000
 CAPITAL PAID UP, - - - 509,750
 HEAD OFFICE, - - - TORONTO.
 AGENCIES: Bradford, Harriston, Newcastle, Cannington, Markham, Colborne, Picton.
 FOREIGN AGENTS.—Montreal—Bank of Montreal. New York—Messrs. Smithers & Watson. London, Eng.—Imperial Bank.

QUEBEC.

BANQUE DE ST. HYACINTHE.

PAID UP CAPITAL, - - - \$233,890
 HEAD OFFICE, - - - ST. HYACINTHE.
 AGENCIES: St. Hyacinthe, and St. Desaire, P.Q.
 NEW YORK AGENT.—National Bank of the Republic.

BANQUE DE ST. JEAN.

PAID-UP CAPITAL, - - - \$224,000
 HEAD OFFICE, - - - ST. JOHN'S, QUE.
 BRANCHES: St. John's, Que., and Napierville, Que.
 NEW YORK AGENTS.—Watson & Lang.

BANQUE D'HOCHELAGA.

MONTREAL, QUE.
 PAID UP CAPITAL, - - - \$680,000
 RESERVE, - - - 30,000
 AGENCIES: Montreal and Joliette, P. Quebec.
 NEW YORK AGENTS.—National Park Bank.

BANQUE DU PEUPLE.

MONTREAL, QUE.
 CAPITAL, - - - \$2,000,000
 FOREIGN AGENTS.—London—Glyn, Mills, Currie & Co. New York—National Bank of the Republic. Quebec Agency—La Banque Nationale.

BANK OF BRITISH NORTH AMERICA.

PAID UP CAPITAL, - - - £1,000,000 STG.
 LONDON OFFICE, 3 Clements Lane, Lombard St. E.C.
 HEAD OFFICE IN CANADA—St. James St., Montreal.
 BRANCHES AND AGENCIES IN CANADA: London, Kingston, Fredericton, N.B., Brantford, Ottawa, Halifax, N.S., Paris, Montreal, Victoria, B.C., Hamilton, Quebec, Barkerville, B.C., Toronto, St. John, N.B.
 AGENTS IN THE UNITED STATES.—New York—D. A. McTavish and Wm. Lawson. San Francisco—A. McKinlay. Portland, Oregon—J. Goodfellow.
 LONDON BANKERS.—The Bank of England; Messrs. Glyn & Co.
 FOREIGN AGENTS.—Liverpool—Bank of Liverpool. Australia—Union Bank of Australia. New Zealand—Union Bank of Australia. Bank of New Zealand. Colonial Bank of New Zealand. India, China and Japan—Chartered Mercantile Bank of India, London and China, Agra Bank, Limited. West Indies—Colonial Bank. Paris—Messrs. Marcuard, Andre & Co. Lyons—Credit Lyonnais.

BANK OF MONTREAL.

CAPITAL SUBSCRIBED, - - - \$12,000,000
 CAPITAL PAID UP, - - - 11,999,200
 RESERVE FUND, - - - 5,000,000
 HEAD OFFICE, - - - MONTREAL.
 BRANCHES AND AGENCIES IN CANADA: Almonte, Ont., Hamilton, Picton, Belleville, Kingston, Port Hope, Brantford, Lindsay, Quebec, Brockville, London, Sarnia, Chatham, N.B., Moncton, N.B., Stratford, Cobourg, Newcastle, N.B., St. John, N.B., Cornwall, Ottawa, St. Marys, Goderich, Perth, Toronto, Guelph, Peterboro', Winnipeg, Halifax, N.S.

AGENTS IN GREAT BRITAIN.—London—Bank of Montreal, 9 Birch Lane, Lombard Street.
 BANKERS IN GREAT BRITAIN.—London—The Bank of England; The London and Westminster Bank; The Union Bank of London. Liverpool—The Bank of Liverpool. Scotland—The British Linen Company and Branches.

AGENTS IN THE UNITED STATES.—New York—Walter Watson and Alexander Lang, 59 Wall Street. Chicago—Bank of Montreal, 154 Madison Street.

BANKERS IN THE UNITED STATES.—New York—The Bank of New York, N.B.A.; The Merchants' National Bank. Boston—The Merchants' National Bank. Buffalo—The Farmers' and Mechanics' National Bank. San Francisco—The Bank of British Columbia.

COLONIAL AND FOREIGN CORRESPONDENTS.—St. John's Nfld.—The Union Bank of Newfoundland. British Columbia—The Bank of British Columbia. New Zealand—The Bank of New Zealand. India, China, Japan, Australia—Oriental Bank Corporation.

BANQUE JACQUES CARTIER.

MONTREAL, QUE.
 FOREIGN AGENTS.—London—Glyn, Mills, Currie & Co. Paris—De Rothschild Freres. New York—National Bank of the Republic.

BANQUE NATIONALE.

HEAD OFFICE, - - - QUEBEC.
 CAPITAL AUTHORIZED, - - - \$2,000,000
 CAPITAL SUBSCRIBED, - - - 2,000,000
 CAPITAL PAID UP, - - - 2,000,000
 BRANCHES: Montreal, Ottawa, Sherbrooke.
 FOREIGN AGENTS.—New York—National Bank of the Republic. England—National Bank of Scotland.

EASTERN TOWNSHIPS BANK.

AUTHORIZED CAPITAL, - - - \$1,500,000
 CAPITAL PAID IN, - - - 1,381,568
 RESERVE FUND, - - - 200,000
 HEAD OFFICE, - - - SHERBROOKE, QUE.
 BRANCHES: Waterloo, Q., Cowansville, Stanstead, Coaticook, Richmond, Q., Granby.
 AGENTS.—Montreal—Bank of Montreal. London, England—London and County Bank. Boston—National Exchange Bank.

EXCHANGE BANK OF CANADA.

PAID-UP CAPITAL, - - - \$1,000,000
 HEAD OFFICE, - - - MONTREAL.
 BRANCHES: Hamilton, Ont., Parkhill, Ont., Aylmer, Ont., Bedford, Que.
 FOREIGN AGENTS.—London—The Alliance Bank (Limited). Chicago—Union National Bank. New York—National Bank of Commerce.

MOLSONS BANK.

CAPITAL SUBSCRIBED, - - - \$2,000,000
 PAID-UP, - - - 1,998,861.86
 REST, - - - 100,000
 HEAD OFFICE, - - - MONTREAL.
 BRANCHES: Montreal, Brockville, Clinton, Exeter, Ingersoll, London, Meaford, Millbrook, Morrisburg, Owen Sound, Ridgetown, Smith's Falls, Sorel, St. Thomas, Ont., Toronto.

AGENTS IN CANADA.—Quebec—Quebec Bank and Eastern Townships Bank. Ontario—Bank of Montreal and Ontario Bank and their Branches. New Brunswick—Bank of New Brunswick. Nova Scotia—Halifax Banking Company and its Branches. Prince Edward Island—Union Bank of P.E.I., Charlottetown and Summerside. Newfoundland—Commercial Bank of Newfoundland, St. John's.

AGENTS IN GREAT BRITAIN.—London—Alliance Bank (Limited). Messrs. Glyn, Mills, Currie & Co. Messrs. Morton, Rose & Co.

AGENTS IN UNITED STATES.—New York—Mechanics' National Bank; Messrs. C. F. Smithers & W. Watson; Messrs. Morton, Bliss & Co. Boston—Merchants' National Bank; Messrs. Kidder, Peabody & Co. Portland—Casco National Bank. Chicago—First National Bank. Cleveland—Commercial National Bank. Detroit—Mechanics' Bank. Buffalo—Farmers and Mechanics' National Bank. Milwaukee—Wisconsin Marine & Fire Ins. Co. Bank. Toledo—Second National Bank.

MERCHANTS' BANK OF CANADA.

CAPITAL, - - - - - \$5,500,000
RESERVE FUND, - - - - - 475,000

HEAD OFFICE, - - - - - MONTREAL

BRANCHES.
Belleville, Berlin, Brampton,
Chatham, Galt, Gananoque,
Hamilton, Ingersoll, Kincardine,
Kingston, London, Montreal,
Napawee, Ottawa, Owen Sound,
Perth, Prescott, Quebec,
Renfrew, Stratford, St. John's, Q.,
St. Thomas, Ont., Toronto, Walkerton,
Waterloo, Ont., Winnipeg, Man. Windsor, Ont.

BANKERS IN GREAT BRITAIN—The Clydesdale Banking Company, 30 Lombard Street, London, Glasgow, and elsewhere.

AGENCY IN NEW YORK—48 Exchange Place, Henry Hague and John B. Harris, Jr.

BANKERS IN NEW YORK—The Bank of New York, N.B.A.

QUEBEC BANK.

CAPITAL, - - - - - \$3,000,000

HEAD OFFICE, - - - - - QUEBEC.

BRANCHES AND AGENCIES IN CANADA.

Ottawa, Ont. Toronto, Ont. Pembroke, Ont.
Montreal, Que. St. Catharines, Ont. Three Rivers, Q.
Thorold, Ont.

AGENTS IN NEW YORK—Messrs. Maitland, Phelps & Co.

AGENTS IN LONDON—The Union Bank of London.

STADACONA BANK, QUEBEC.

CAPITAL SUBSCRIBED, - - - - - \$1,000,000
Do. PAID UP, - - - - - 990,890

AGENTS IN THE DOMINION—Bank of Montreal.

" CHICAGO—Bank of Montreal.

" NEW YORK—C. F. Smithers and W. Watson.

" LONDON, ENGLAND—National Bank of Scotland.

UNION BANK OF LOWER CANADA.

CAPITAL, - - - - - \$2,000,000

HEAD OFFICE, - - - - - QUEBEC.

BRANCHES.

Savings Bank (Upper Town, Que.) Montreal,
Ottawa, Three Rivers.

FOREIGN AGENTS.—London—The London and County Bank. New York—National Park Bank.

BRITISH COLUMBIA.

BANK OF BRITISH COLUMBIA.

CAPITAL, - - - - - \$2,500,000
(With power to increase.)

HEAD OFFICE, - - - - - VICTORIA, B.C.

LONDON OFFICE.—28 Cornhill, London.

Branches at San Francisco, California; Portland, Oregon; Victoria, B.C.; New Westminster, B.C.
AGENTS.—In Canada and the United States—The Bank of Montreal.

NEW BRUNSWICK.

BANK OF NEW BRUNSWICK,
ST. JOHN, N. B.

PAID UP CAPITAL, - - - - - \$1,470,000
SURPLUS, - - - - - 470,000

LONDON AGENTS—Williams, Deacon & Co.
NEW YORK AGENTS—Mechanics' National Bank.
BOSTON AGENTS—Eliot National Bank.

MARITIME BANK OF THE DO-
MINION OF CANADA,
ST. JOHN, N. B.

PAID UP CAPITAL, - - - - - \$1,000,000

LONDON AGENTS—Imperial Bank (Limited).
NEW YORK AGENTS—J. J. Cisco & Son.

PEOPLE'S BANK OF NEW BRUNSWICK,
FREDERICTON, N. B.

BOSTON AGENTS—Eliot National Bank.

ST. STEPHEN'S BANK,
ST. STEPHEN, N. B.

PAID UP CAPITAL, - - - - - \$200,000
RESERVE, - - - - - 50,000

LONDON AGENTS—Glyn, Mills, Currie & Co.
NEW YORK AGENTS—Bank of New York.
BOSTON AGENTS—Globe National Bank.

NOVA SCOTIA.

BANK OF NOVA SCOTIA.

CAPITAL PAID UP, - - - - - \$1,000,000
RESERVE FUND, - - - - - 230,000

HEAD OFFICE, - - - - - HALIFAX, N. S.

BRANCHES.

Amherst, Digby, North Sydney,
Annapolis, Kentville, Liverpool, N.S.,
Bridgetown, New Glasgow, Yarmouth,
St. John, N. B., Pictou,

FOREIGN AGENTS.—London—Williams, Deacon & Co.
New York—Bank of New York. Boston—Merchants' National Bank.

BANK OF YARMOUTH,
YARMOUTH, N. S.

PAID UP CAPITAL, - - - - - \$382,530
RESERVE, - - - - - 104,422

CORRESPONDENTS AT

Halifax—The Merchants' Bank of Halifax.
St. John—The Bank of Montreal.

" —The Bank of British North America.

Montreal—The Bank of Montreal.

New York—The National Citizens' Bank.

Boston—The Eliot National Bank.

London—The Union Bank of London.

COMMERCIAL BANK OF WINDSOR,
WINDSOR, N. S.

LONDON AGENTS—Union Bank of London.
NEW YORK AGENTS—Bank of New York.

EXCHANGE BANK OF YARMOUTH,
YARMOUTH, N. S.

PAID UP CAPITAL, - - - - - \$342,595
SURPLUS, - - - - - 53,000

FOREIGN AGENTS—New York—McTavish & Lawson.
Boston—Boylston National Bank.

HALIFAX BANKING CO.,
HALIFAX, N. S.

PAID UP CAPITAL, - - - - - \$500,000

NEW YORK AGENTS—Bank of New York.
BOSTON AGENTS—Suffolk National Bank.

MERCHANTS' BANK OF HALIFAX.

CAPITAL PAID UP, - - - - - \$900,000
RESERVE, - - - - - 180,000

HEAD OFFICE, - - - - - HALIFAX, N. S.

AGENCIES.

Antigonish, Bridgewater, Pictou,
Sydney, C.B., Maitland (Hants Co.), Truro,
Weymouth, Charlottetown, P.E.I., Summerside.

FOREIGN AGENTS.—London—Imperial Bank. New York—Bank of New York. Boston—National Hide and Leather Bank.

PEOPLE'S BANK OF HALIFAX.

CAPITAL AUTHORIZED, - - - - - \$800,000
CAPITAL PAID UP, - - - - - 600,000

HEAD OFFICE, - - - - - HALIFAX.

BRANCHES.

Lockeport and Wolfville, N. S.

AGENTS IN LONDON—The Union Bank of London.
" NEW YORK—The Bank of New York.
" BOSTON—Williams & Hall.
" ONT. AND QUE.—The Ontario Bank.

PICTOU BANK,

PICTOU, N. S.

SUBSCRIBED CAPITAL, - - - - - \$500,000

AGENTS—Halifax—Union Bank of Halifax. Montreal—Bank of Montreal. New York—Bell & Smithers. London, England—Imperial Bank (Limited).

UNION BANK OF HALIFAX.

PAID UP CAPITAL, - - - - - \$1,000,000

HEAD OFFICE, - - - - - HALIFAX.

AGENCIES.

Halifax and Annapolis, N. S.

NEW YORK AGENTS—National Bank of Commerce.
BOSTON AGENTS—Merchants' National Bank.

PR. EDWARD ISLAND.

BANK OF PRINCE EDWARD
ISLAND,

CHARLOTTETOWN, P. E. I.

PAID UP CAPITAL, - - - - - \$120,000
SURPLUS, - - - - - 47,000

NEW YORK AGENTS—National Park Bank.
BOSTON AGENTS—National Exchange Bank.

MERCHANTS' BANK OF PRINCE
EDWARD ISLAND.

HEAD OFFICE, - - - - - CHARLOTTETOWN, P.E.I.

AGENCY AT GEORGETOWN.

FOREIGN AGENTS.—London—The City Bank. New York—The Bank of New York, N.B.A. Boston—The Boston National Bank. Montreal, St. John, and Halifax—The Bank of Montreal.

SUMMERSIDE BANK,
SUMMERSIDE, P.E.I.

PAID UP CAPITAL, - - - - - \$100,000
SURPLUS, - - - - - 15,000

BOSTON AGENTS.—Blackstone National Bank.

UNION BANK OF PRINCE ED-
WARD ISLAND.

HEAD OFFICE, - - - - - CHARLOTTETOWN.
BRANCHES, - - - - - SUMMERSIDE AND MONTAGU.

FOREIGN AGENTS.—Montreal—Bank of Montreal. New York—National Park Bank. Boston—Merchants' National Bank. London, Eng.—Union Bank of London.

NEWFOUNDLAND.

COMMERCIAL BANK OF NEW-
FOUNDLAND,

ST. JOHN'S, NEWFOUNDLAND.

PAID UP CAPITAL, - - - - - \$200,000
SURPLUS, - - - - - 100,000

NEW YORK AGENTS.—National Park Bank.

UNION BANK OF NEWFOUND-
LAND,

ST. JOHN'S, NEWFOUNDLAND.

PAID UP CAPITAL, - - - - - \$304,000
SURPLUS, - - - - - 304,000

NEW YORK AGENTS.—National Bank of Commerce

THE CANADIAN TARIFF OF CUSTOMS,

SHOWING THE DUTIES PAYABLE ON ALL GOODS IMPORTED INTO THE DOMINION.

Acid, Sulphuric.....	1 cent per lb.
Acid, Acetic.....	12 cents per I. G.
Acid, Muriatic and Nitric.....	20 per ct.
Acid, Oxalic.....	Free.
But Carboys and Demijohns containing acids, vinegar or other liquids, shall be subject to the same duty as if empty.	
Advertising Pamphlets, Almanacs, Catalogues and Fashion Pamphlets.....	\$1.00 per 100.
Advertising Pictures, or Pictorial Show Cards or Bills.....	30 per ct.
Agaric—"Dye Stuff".....	Free.
Agates, manufactured.....	Free.
Agricultural Implements, not otherwise provided for.....	25 per cent.
Agricultural Implements, parts of, not otherwise specified, to be treated as wholes, excepting mould-boards, land-sides, and shares of steel, for ploughs, cut to shape, not moulded or bored, but as they come from the rollers and shears.	
NOTE.—In all cases where manufacturers' articles are imported in parts, or what is technically called "in a knocked down state," they must be valued for duty as if mounted—less cost of putting them together and supplying deficient parts.	
Ale, Beer and Porter, in bottles (6 quarts and 12 pints to I. G.).....	18 cents per I. G.
Ale, Beer and Porter, in casks, or otherwise than bottles.....	10 cents per I. G.
Ale, Beer and Porter. Barrels containing bottled ale and porter are considered packages for exportation only, and therefore free of duty.	
Alkanet Root.....	Free.
Aloes.....	Free.
Alum and Aluminous Cake.....	Free.
Aluminium.....	Free.
Ambergris.....	Free.
Ammonia, Sulphate of.....	Free.
Anchors.....	Free.
Animals, Living, of all kinds, not elsewhere specified.....	20 per ct.
Animals, viz.—Horses, Cattle, Sheep and Swine—for improvement of stock under regulations to be made by the Treasury Board, and approved by the Governor-in-Council.....	Free.
Animals brought into Canada temporarily, and for a period not exceeding three months, for the purpose of exhibition or competition for prizes offered by any agricultural or other association. But a bond shall be first given in accordance with regulations to be prescribed by the Minister of Customs, with the condition that the full duty to which such animals would otherwise be liable shall be paid in case of their sale in Canada, or if not re-exported within the time specified in such bond.	Free.
Annato, liquid or solid and seed.....	Free.
Aniline Dyes.....	Free.
Aniline Oil, Crude.....	Free.
Aniline Salts and Arseniate of.....	Free.
Anodes, Nickel.....	Free.
Antimony.....	Free.
Anvils.....	30 per ct.
Apples, dried.....	2 cents per lb.
Apples, green.....	40 cents per bbl.
Apparel, Wearing, and other personal and household effects (not merchandise) of British subjects dying abroad, but domiciled in Canada.....	Free.
Argols, dust and crude.....	Free.
Arms, Clothing, Musical Instruments for Bands, Military Stores and Munitions of War, for the use of the Army, Navy and Canadian Militia.....	Free.
Arrow Root.....	20 per ct.
Arsenic.....	Free.
Arseniate of Aniline.....	Free.
Articles for use of Governor-General, Foreign Consuls General, Dominion Government, or any of the Departments thereof, or Senate, or House of Commons.....	Free.
Artificial Flowers and Feathers.....	25 per ct.
Asphaltum Mineral.....	10 per ct.
Ashes, Pot, Pearl or Soda.....	Free.
Awnings and Tents.....	25 per ct.
Atlases.....	6 cents per lb.
Axes of all kinds.....	30 per ct.
Babbit Metal.....	10 per ct.
Bagatelle Tables or Boards, with cues and balls.....	35 per ct.
Bacon, Fresh, Salted, Dried or Smoked.....	2 cents per lb.
Bags, Cotton, Seamless.....	2 cents per lb. and 15 per ct.
Bags, Paper of all kinds.....	25 per ct.
Bags, " (if printed).....	30 per ct.
Bamboo, unmanufactured.....	Free.
Bamboo Reeds, not further manufactured than cut into suitable lengths for Walking Sticks or Canes, or for sticks for Umbrellas, Parasols or Sunshades.....	Free.
Barilla.....	Free.
Barley.....	15 cts. per bush.
Barrels of Canadian manufacture exported filled with Domestic Petroleum and returned empty, under such regulations as the Minister of Customs shall direct.....	Free.
Barytes, unmanufactured.....	Free.
Bay Rum.....	\$1.90 per gal. and 30 per ct.
Beans.....	15 cts. per bush.
Beer, Ale and Porter, imported in bottles (6 quarts and 12 pints to I. G.).....	18 cts. per I. G.

Beer, Ale and Porter, imported in casks, or otherwise than bottles.....	10 cts. per I. G.
Bedsteads, Iron.....	25 per ct.
Bedsteads, Wood.....	35 per ct.
Benzole, not elsewhere specified.....	7½ c. per I. G.
Bells, for Churches.....	Free.
Bells, for Builders' Hardware.....	30 per ct.
Berries, for dyeing or used for composing dyes.....	Free.
Beltting, Leather.....	25 per ct.
Bibles, Prayer Books, Psalm Books and Hymn Books.....	5 per ct.
Bill Heads, printed, lithographed, or copper or steel-plate.....	30 per ct.
Billiard Tables, without pockets, 4 feet 6 in. x 9 feet or under.....	\$22.50 each, and 15 per ct.
Billiard Tables, without pockets, over 4 feet 6 inches x 9 feet or under.....	\$25.00 each, and 15 per ct.
Billiard Tables, with pockets, 5 feet 6 inches x 11 feet or under.....	\$35.00 each, and 15 per ct.
Billiard Tables, with pockets, all over 5 feet 6 inches x 11 feet.....	\$40.00 each, and 15 per ct.
Each table to include 12 cues and one set of 4 balls, with markers, cloths and cases, but no pool balls.	
Bird Cages, of all kinds.....	30 per ct.
Binders' Cloth.....	15 per ct.
Bismuth, Dry.....	5 per ct.
Bismuth, Metallic.....	Free.
Bitters (See "Spirits").....	\$1.90 per I. G.
Blacking, Shoe, and Shoe Polish and Shoemakers' Ink.....	25 per ct.
Blacking, all other.....	20 per ct.
Blankets, composed wholly or part of Wool, Worsted, Hair of Alpaca goat or other like animals.....	7½ cts. per lb. and 20 per ct.
Blank Books, viz.: Account Books, Copy Books or Books to be drawn or written upon.....	30 per ct.
Boilers and Engines and parts of, not elsewhere specified.....	25 per ct.
Boiler Drawn Tubing, wrought iron, plain, not coupled, threaded or otherwise manufactured.....	15 per ct.
Boiler Drawn Tubing, wrought, coupled or threaded.....	20 per ct.
Boiler Plate and Tank Iron.....	12½ per ct.
Bolts, Washers and Rivets, Iron.....	30 per ct.
Bolting Cloths.....	Free.
Bone Dust and Bone Ash for manufacture of Phosphates and Fertilizers.....	Free.
Bones, crude and not manufactured, burnt, calcined, ground or steamed.....	Free.
Bonnets, Hats and Caps, not elsewhere specified, including Knitted Scotch Caps.....	25 per ct.
Books, Printed Periodicals and Pamphlets, not elsewhere specified, not being foreign reprints of British copyright works, nor blank Account Books, nor Copy Books, nor books to be written or drawn upon, nor Bibles, Prayer Books, Psalm and Hymn Books.....	15 per ct.
Bookbinders' Tools and Implements and Bookbinders' Cloth, including Ruling Machines and Ruling Pens imported by Bookbinders.....	15 per ct.
Boots and Shoes, Rubber, Leather and Felt.....	25 per ct.
Borax.....	Free.
Botany, specimens of.....	Free.
Bottles, Glass, of every description, not pressed.....	20 per ct.
Bottles, pressed or moulded.....	30 per ct.
Braces or Suspenders, of all kinds.....	25 per ct.
Brads, Tacks and Sprigs.....	30 per ct.
Brandy (see "Spirits").....	\$1.45 per I. G.
Brass Wire and Rods cut in lengths.....	30 per ct.
Brass, old or scrap, in Bars, Bolts or Sheets, in Wire, round or flat, Seamless Drawn Tubing, and Plain and Fancy Drawn Tubing.....	10 per ct.
Brass Sheet cut in strips or sub-divisions.....	30 per ct.
Brass and Copper Wire.....	10 per ct.
Brass and Copper Wire-Cloth.....	20 per ct.
Brass Screws.....	30 per ct.
Brass, Agraffe Pins for Pianos, to be treated as part of pianos.....	25 per ct.
Brass, manufactures of, not elsewhere specified.....	30 per ct.
Brimstone, Crude or rolled in flour.....	Free.
Brim Moulds for Gold Beaters.....	Free.
Bristles.....	Free.
British Copyright Works, reprints of.....	15 per cent., and in addition thereto 12½ per ct. for copyright holder.
Bricks, for building purposes.....	20 per ct.
Bridges, Iron.....	25 per ct.
Bromine.....	Free.
Brooms.....	25 per ct.
Broom Corn.....	Free.
Bronze, Phosphor, in blocks, bars, sheets or wire.....	10 per ct.
Brushes.....	10 cts. per bush.
Buckwheat.....	1 cent per lb.
Buckwheat, Meal or Flour.....	1 cent per lb.
Buttons and Button Moulds of all kinds.....	25 per ct.
Butter.....	4 cents per lb.
Buchu Leaves.....	Free.
Bullion, Gold or Silver.....	Free.
Bullion Fringe.....	20 per ct.
Bullion Fringe, Silk.....	30 per ct.
Burrstones, in blocks, rough or unmanufactured, and not bound up into millstones.....	Free.
Burgundy Pitch.....	Free.
Cable, submarine, unenumerated.....	20 per ct.
Cabinets of Coins, Medals, and other curiosities of antiquity.....	Free.

Caoutchouc, unmanufactured.....	Free.
Cachous (Breath Sweeteners).....	1 cent per lb. and 35 per ct.
Cambric Muslin. Collectors of Customs are cautioned against an article called "Cambric Muslin," which is found to be white shirting, and should pay 1 cent per yard and.....	15 per cent.
Candles, Tallow.....	2 cents per lb.
Candles, Paraffine Wax.....	5 cents per lb.
Candles, all others, including Sperm.....	25 per ct.
Cans or packages made of tin or other material, containing fish of any kind admitted free of duty under any existing law or treaty, not exceeding one quart in contents, one cent and a-half on each can or package; and when exceeding one quart, an additional duty of one cent and a-half for each additional quart or fractional part thereof.	
Canvas for manufacture of floor oil-cloth, not less than 45 inches wide, and not pressed or calendared.....	Free.
Canvas or Cotton Duck of Hemp or Flax, when to be used for boats' or ships' sails.....	5 per ct.
Canvas, all other not elsewhere specified.....	20 per ct.
Cane, Juice, Syrup.....	5 cts. per lb. and 30 per ct.
Caps, cloth, wool.....	10 cents per lb. and 25 per ct.
Caps, Hats and Bonnets, fur and straw, and all others not elsewhere specified.....	25 per ct.
Capes, Fur.....	25 per ct.
Cars, Railway.....	30 per ct.
Cars, Railway and Street, the seat fixtures for, of cast iron, to be classed as castings.....	25 per ct.
Locks, Hinges, Window-fasteners and similar articles for, to be classed as carriage-makers' hardware.....	30 per ct.
Springs (steel), as carriage springs, to pay the same duty as carriage-makers' hardware.....	30 per ct.
Carbolic or heavy oil, used in making wooden block pavements, for treating wood for building and railway ties, products of coal tar, weighing 12 to 13 lbs. per gal.....	10 per ct.
Carboys, empty or not.....	30 per ct.
Card Clothing machine.....	25 per ct.
Cards, Playing, Valentines, Christmas and New Year's Chromo or Embossed Cards, and all other not being business or advertising cards.....	25 per ct.
Cards, Printed, Lithographed, or Copper or Steel Plate.....	30 per ct.
Carpet Bags, Trunks, Valises and Satchels.....	25 per ct.
Carpets, treble ingrain, three-ply or two-ply carpets, composed wholly or in part of wool, 10 cents per square yard and.....	30 per ct.
Carpets, Dutch.....	20 per ct.
Carpets, Jute and Hemp.....	20 per ct.
Carpets, two-ply and three-ply ingrain, of which the warp is composed wholly of cotton or other material than wool, worsted, hair of Alpaca goat or other like animal.....	5 cents per square yard and 20 per ct.
Cartridges, in copper or paper.....	25 per ct.
Car Wheels and Axles.....	25 per ct.
Carriages.....	30 per ct.
Carriage Springs (steel).....	30 per ct.
Carriages, Railway.....	30 per ct.
Carriage Tops, Frames, Bodies and Wheels.....	30 per ct.
Carriages of travellers, and carriages laden with merchandise, and not to include circus troupes or hawkers, under regulations to be prescribed by Minister of Customs.....	Free.
Carriage Dusters or Lap Wraps.....	20 per ct.
Cashmere Mufflers.....	20 per ct.
Caskets, Burial, of any material.....	35 per ct.
Cast, as models for use of schools of design.....	Free.
Cathodes, Nickel.....	Free.
Catgut Strings or Gut Cord for musical instruments.....	Free.
Catgut or Whipgut, unmanufactured.....	Free.
Cement, raw or in stone from quarry (13 cubic feet to ton).....	\$1 per ton.
Cement burnt and unground.....	7½ cts. per 100 lbs.
Cement, Hydraulic or Waterlime, ground, including barrels.....	40 cts. per bbl.
Cement in bulk or bags.....	9 cts. per bush.
Cement, Portland or Roman.....	20 per ct.
Chalk, Cliff stone, unmanufactured.....	Free.
Champagne, and all other sparkling wines, in bottles, containing each not more than a quart, and more than a pint.....	\$3 per doz. btl.
Champagne, containing not more than a pint each, and more than ½ pint.....	\$1.50 per doz. btl.
Champagne, containing ½ pint each or less.....	75c. per doz. btl.
Champagne, bottles containing more than one quart each shall pay in addition to \$3.00 per dozen bottles at the rate of \$1.50 per I. G. on the quantity in excess of one quart, the quarts and pints in each case to be old wine measure.....	\$1.50 per I. G.
And in addition to above specific duty.....	30 per ct.
All Liquors imported under the name of wine, and containing more than 40 per cent. of spirits of proof of Sykes' Hydrometer, shall be rated for duty as unenumerated spirits.	
Chamomile Flowers.....	Free.
Charts and Maps (Atlases 6 cents per lb.).....	20 per ct.
Chain cables, over ½ inch in diameter, whether shackled or swivelled or not.....	5 per ct.
Chain cables, all others not cable, including chain 17-32 of an inch.....	20 per ct.
Cheese.....	3 cents per lb.

Cheese Cloths.....	1 ct. per sq. yd. and 15 per ct.
Cheques, printed, lithographed or copper or steel plate.....	30 per ct.
Checked Regattas.....	2 cts. per sq. yd. and 15 per ct.
Chicory, or other root or vegetable used as a substitute for coffee, kiln dried, roasted or ground.....	4 cents per lb.
Chicory, raw or green.....	3 cents per lb.
China-ware and Porcelain-ware.....	25 per ct.
Chimneys, lamp, glass.....	30 per ct.
Chloride of Lime.....	Free.
Churns, "Wood".....	25 per ct.
Cinnabar.....	Free.
Cigars.....	60 cts. per lb. and 20 per ct.
Cigarettes.....	60 cts. per lb. and 20 per ct.
Citrons, rinds of, in brine for candying.....	Free.
Clays.....	Free.
Clocks, and parts thereof.....	35 per ct.
Chronometer Clocks, as clocks.....	35 per ct.
Control Clocks, known as watchmen's clocks.....	35 per ct.
Chronometer Watches, as watches.....	25 per ct.
Cloaks, Fur.....	25 per ct.
Clout Nails.....	30 per ct.
Cloths, Doeskins, Cassimeres, Tweeds, Coatings, Overcoatings, Cloakings, Horse Collar Cloth, Felt Cloth of every description not elsewhere specified, composed wholly or in part of wool, worsted, hair of Alpaca goat and other like animals.....	7½ cts. per lb. and 20 per ct.
Clothing, Ready-Made, or Wearing Apparel of every description, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animal, made up or manufactured wholly or in part by the Tailor, Seamstress, or Manufacturer, except Knitted Goods.....	10 cts. per lb. and 25 per ct.
Clothing made of Cotton, of which Cotton is the component part of chief value, including Corsets, Cotton, Collars, and Cuffs.....	30 per ct.
Clothing, donations for charitable purposes.....	Free.
Clothing for use of Army, Navy, and Militia.....	Free.
Coal, Anthracite.....	50 cts. per ton of 2,000 lbs.
Coal, Bituminous.....	60 cts. per ton of 2,000 lbs.
Coal Dust and Coke.....	60 cts. per ton of 2,000 lbs.
Coal Oil and Kerosene, distilled, purified, or refined, not elsewhere specified.....	7 1-5 cts. per I. G.
Coal Oil and Kerosene Fixtures and parts thereof.....	30 per ct.
Coal Tar.....	10 per ct.
Coal Pitch.....	10 per ct.
Coats, Fur Hats, Caps, and Capes.....	25 per ct.
Cobalt, Ore of.....	Free.
Cocoanuts.....	\$1 per 100.
Cocoanut, desiccated, when sweetened.....	1 ct. per lb. and 35 per ct.
Cocoa paste and other preparations of cocoa containing sugar.....	1 ct. per lb. and 25 per ct.
Cocoa-paste and Chocolate, not sweetened.....	20 per ct.
Cocoanut Oil and Palm in their natural state.....	Free.
Cocoa, Bean, Shell, or Nibs.....	Free.
Cod Liver Oil, medicated.....	20 per cent.
Cochineal.....	Free.
Coffee, green.....	2 cts. per lb.
But if imported from U.S., additional.....	10 per ct.
Coffee, roasted or ground, and all substitutes thereof not composed of Roots and Vegetables.....	3 cents per lb.
Substitutes composed of Roots and Vegetables.....	4 cents per lb.
Coffins, of any material.....	35 per ct.
Coffin Trimmings, of metal.....	30 per ct.
Coins, Gold and Silver, except U. S. silver coin.....	Free.
Coir and Coir Yarn.....	Free.
Collars, Cuffs and Shirt Fronts, paper.....	30 per ct.
Collars, Cuffs and Shirt Fronts of cotton and paper.....	30 per ct.
Collars, Cuffs and Shirt Fronts, cotton collars, and of cotton and linen.....	30 per ct.
Collars, Cuffs and Shirt Fronts, linen.....	30 per ct.
Colcothar or Crocus, dry oxide of iron.....	Free.
Cologne Water, and Perfumed Spirits, in bottles, flasks or other packages, weighing more than four ounces.....	\$1.90 per I. G., and 30 per ct.
Cologne Water, and Perfumed Spirits, in bottles, flasks or other packages, not weighing more than 4 oz.....	40 per ct.
Colors and Paints, ground in oil or any other liquid.....	25 per ct.
Colors and Paints, Bichromate of Potash, Blue-black, Chinese Blue, Lakes, Scarlet and Marone in pulp, Prussian Blue, Satin and fine-washed White, Ultra-marine, and Umber raw.....	Free.
Colors and Paints, not elsewhere specified.....	20 per ct.
Combs, of Rubber.....	25 per ct.
Combs, for dress or toilet, of all kinds.....	25 per ct.
Combs, all others.....	20 per ct.
Commercial Blank Forms, printed, lithographed or copper or steel plates.....	30 per ct.
Communion Plate, and plated ware for use in churches.....	Free.
Conium Cicuta, or Henlock, seed and leaf.....	Free.
Confectionery and Sugar Candy, brown or white.....	1c. per lb. and 35 per ct.
Copper, old or scrap, in pigs, bars, rods, bolts, ingots, sheets, and sheathing, not planished, or coated, copper wire, round or flat, or copper seamless drawn tubing.....	10 per ct.
Copper Rivets and Burrs, and all manufactures of, not elsewhere specified.....	30 per ct.
Copper Sheets, cut in strips or sub-divisions.....	30 per ct.
Copper and Brass Wire.....	10 per ct.
Copper and Brass Wire Cloth.....	20 per ct.
Cordage, for ships' purposes.....	10 per ct.
Cordage, all other except Flax.....	20 per ct.
Cordials, (see "Spirits").....	\$1.90 per I. G.
Corn, Indian.....	7½ cts. per bush.
Cornmeal.....	40 cts. per bbl.
Cornstarch or Flour, Potato Starch, and all preparations having the quality of starch.....	2 cts. per lb.
Cornelians, unmanufactured.....	Free.
Corks, and other manufactures of Corkwood or Cork-bark.....	20 per ct.
Corkwood or Bark, unmanufactured.....	Free.
Corsets.....	30 per ct.
Cotton, Grey or unbleached or bleached, not stained, painted or printed.....	1c. per sq. yd. and 15 per ct.
Cotton, Sheetings, Drills, Ducks, Cheese Cloths, Cotton or Canton Flannels, not stained, painted or printed, grey or unbleached or bleached.....	1c. per sq. yd. and 15 per ct.
Cotton, Jeans, Denims, Drillings, Bed-tickings, Gingham, Plaids, Cotton or Canton Flannels, Ducks and Drills, Dyed or Colored, Checked or Striped Shirtings, Cottonades, Pantaloon Stuffs, and goods of like description, also Sateens and Galateas.....	2 cts. per sq. yd. and 15 per ct.
Cotton Sewing Thread, on spools.....	20 per ct.

Cotton, Shirts and Drawers, woven or made on frames, and all Cotton hosiery.....	30 per ct.
Cotton Sewing Thread, in hanks.....	12½ per ct.
Cotton, duck or canvas, of hemp or flax, and sail twine when to be used for boats' or ships' sails.....	5 per ct.
Affidavits must accompany entry to substantiate its use.	
Cotton, all clothing made of cotton, or of which cotton is the component part of chief value, including Corsets and linen and cotton Collars, Cuffs, Duck Vests and similar articles.....	30 per ct.
Cotton, all manufactures of, not elsewhere specified, held to embrace: Quilts and Sheets (white or colored), Cotton Diaper, Window Holland, Prints, printed Shirtings, Furniture Prints, Cretonne, Plain Prints, Printed Cotton, Cashmere, Cotton Huckaback, Cotton Damask in pieces and cloths, Towels, Book Muslin, Jaconet, Checked Jaconet, Cambric, Bishop's and Victoria Lawns, Tarletans, Hair Cords, Crinoline, and all kinds of printed Muslins, Leno, Pique, Brillants, Cotton Handkerchiefs, Curtains known as Swiss, Nottingham, or Lace, etc., if of Cotton, Muslin Lace, all kinds of Cotton Scarfs and Ties, rolled Jaconets, Glove Finished Cambrics, Molekins, Corduroy, Cotton Velvets and Velvetens, Cotton Parasols and Umbrellas, Cotton Tapes, Ferrets, Stay-bindings, Bed Lace, Boot Web, Carpet Binding, Blind Tassels, Window Leno, Cotton Fringe, Braids, Boot and Stay Laces, Cotton Velvet Ribbons and all kinds of Cotton Laces.....	20 per ct.
Cotton, Seamless Bags, irrespective of contents, and when filled Bags may be taken as weighing 16 oz. and of not less value than \$3.00 per doz.....	2 cents per pound and 15 per ct.
Cotton Prunella.....	2 cts. per sq. yd. and 15 per ct.
Cotton Wadding, Batting, Batts and Warps, Carpet Warps, Knitting and Hosiery Yarns, and other Cotton Yarns under No. 40, not elsewhere specified, not bleached, dyed or colored.....	2 cts. per lb. and 15 per ct.
Cotton Wadding, Batting, Batts and Warps, Carpet Warps, Knitting, and Hosiery Yarns, and other Cotton Yarns under No. 40, not elsewhere specified, bleached, dyed or colored.....	3 cts. per lb. and 15 per ct.
Cotton Warps on beams.....	1c. per lb. and 15 per ct.
Cotton, or Canton Flannel, grey and unbleached and bleached, not stained, painted or printed.....	1 ct. per sq. yd. & 15 per ct.
Cotton, all manufactures of, not elsewhere specified.....	20 per ct.
Cotton Waste.....	Free.
Cotton Wool.....	Free.
Cotton and Woollen Netting for Boots, Shoes, and Gloves.....	10 per ct.
Cotton Umbrellas.....	10 per ct.
Cotton Handkerchiefs, Collars, Cuffs, and Neck Ties.....	20 per ct.
Cotton Seed Cake, Oil Cake, Palm Nut, and Meal Cake.....	Free.
Contille, when imported by Corset manufacturers.....	Free.
Cream of Tartar, in Crystals.....	Free.
Crapes, all kinds.....	20 per ct.
Cuffs, Collars, and Shirt Fronts, Paper.....	30 per ct.
Cuffs, Collars, and Shirt Fronts, Cotton.....	30 per ct.
Cuffs, Collars, and Shirt Fronts, Linen.....	30 per ct.
Cutlery, Iron and Steel, not elsewhere specified, including table, pocket and office cutlery; scissors and shears, including sheep shears; butchers' knives and steels; shoe, hunting, glaziers' and farriers' knives; knives for horticultural purposes; and other articles for similar purposes as the above; Horse Clippers, Surgical Instruments and Dental Instruments.....	20 per ct.
Curry Combs and Curry Cards.....	30 per ct.
Debaige.....	20 per ct.
Demijohns.....	30 per ct.
Diamonds, unset, including black diamonds for borers.....	Free.
Diamond Dust, or Bort.....	Free.
Drafts, printed, lithographed, or copper or steel plate.....	30 per ct.
Dragons' Blood.....	Free.
Drain Pipes, glazed and unglazed.....	20 per ct.
Drain Tile, glazed and unglazed.....	20 per ct.
Drawers, cotton, woven or made on frames.....	30 per ct.
Drawers, Shirts and Hosiery, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals.....	7½ cts. per lb. and 20 per ct.
Drawings, Paintings, Engravings and Prints.....	20 per ct.
Druggists.....	20 per ct.
Duck, for Belting and Hose.....	Free.
Duck, for Ships' Sails.....	5 per ct.
Dyeing or Tanning Articles in a crude state, used in dyeing or tanning, not elsewhere specified.....	Free.
Dynamite, Dualin, Giant Powder and Vigorite, and other explosives of which Nitro-glycerine is a constituent part.....	5 cts. per lb. and 20 per ct.
Dyes, other than aniline, prepared.....	20 per ct.
Earth Closets.....	35 per ct.
Earthenware and Stoneware, and Rockingham Ware and Cane Ware, brown or colored.....	25 per ct.
Earthenware, Stoneware and White Granite or Iron-stoneware and "C.C." ware, whether decorated, printed or sponged or not.....	30 per ct.
Eggs.....	Free.
Egg Boxes, when imported from the United States to be filled with eggs and exported, may be returned to Canada to be refilled without requiring duty a second time, but duty must be paid on first importation.....	25 per ct.
Electroplate, and gilt of all kinds, not classed as jewelry.....	30 per ct.
Electrotypes and Stereotypes, of standard books, not advertising books, pamphlets or sheets.....	10 per ct.
Electrotypes and Stereotypes, for commercial blanks and advertisements.....	20 per ct.
Emery.....	Free.
Emery Paper, sand and glass paper and cloth.....	20 per ct.
Emery Wheels.....	25 per ct.
Engines, locomotive and stationary, fire or other steam engines and boilers and other machinery, composed wholly or in part of iron.....	25 per ct.
Engravings, paintings, drawings and prints.....	20 per ct.
Entomology, specimens of.....	Free.
Envelopes, paper, of all kinds, whether printed on or plain, perforated, board, and screen pictures cut out.....	25 per ct.
Essences, of Apple, Pear, Pineapple, Raspberry, Strawberry and other fruits and Vanilla.....	\$1.90 per I. G. and 20 per ct.
Essential Oils, for manufacturing purposes.....	20 per ct.

Essences, such as Old Tom Gin Essence, Scotch Whiskey, &c.....	20 per ct.
Esparto or Spanish Grass, and other grasses and pulp of, for the manufacture of paper.....	Free.
Excelsior, for Upholsterers' use.....	20 per ct.
Extract of Logwood.....	Free.
Fans, "Advertising,".....	30 per ct.
Fans, all other.....	25 per ct.
Farina.....	2 cents per lb.
Feathers, Ostrich and Vulture, undressed.....	15 per ct.
Feathers, Ostrich and Vulture, dressed.....	25 per ct.
Feathers, for beds.....	20 per ct.
Felloes, Spokes, Hubs, and parts of wheels, rough, hewn or sawn only.....	15 per ct.
Felloes, Spokes, Hubs, and parts of wheels, when finished.....	25 per ct.
Felt, for boots and shoes, and skirts, when imported by manufacturers for use in their factories.....	15 per ct.
Felt pull-overs for hats.....	25 per ct.
Felt, for glove linings, when imported by manufacturers for their use in factory.....	10 per ct.
Felt, adhesive, for sheathing vessels.....	Free.
Felt, endless, for papermakers when imported by manufacturers for use in their factories.....	10 per ct.
Felt Cloth, of every description, not elsewhere specified.....	7½ cts. per lb. and 20 per ct.
Felt Boots and Shoes.....	25 per ct.
Fibre, Mexican.....	Free.
Fibre, Vegetable, for manufacturing purposes.....	Free.
Fibre, Tampico or Istle.....	Free.
Fibrilla.....	Free.
Files.....	30 per ct.
Fire-brick or Tiles, for lining stoves and furnaces.....	20 per ct.
Fire Clay.....	Free.
Fire-arms, Muskets, Rifles, Pistols and Shot-guns.....	20 per ct.
Fire-arms, for use of Army, Navy and Militia.....	Free.
Fireproof Paint, dry.....	½ cent per lb.
Fish, fresh, salted, or smoked, except free by Washington Treaty.....	1 cent per lb.
Fish, of all kinds, the produce of the fisheries of the United States, (except fish of the Inland Lakes, or of rivers falling into them, and fish preserved in oil), Free.	
Fish, fresh, dried, salted or smoked, Fish Oil and all products of fish and Seal oil the natural products of Newfoundland.....	Free.
Fish Oil.....	Free.
Fish-bait.....	Free.
Fish-hooks, Nets, Seines, Lines and Twines, for the use of the Fisheries, but not to include sporting, fishing tackle, or hooks with flies, or trawling spoons.....	Free.
Fishing Rods.....	30 per ct.
Fish-plates, steel, until 1882.....	Free.
Fish-plate, "iron".....	17½ per ct.
Flannels, of every description not elsewhere specified.....	7½ cts. per lb. and 20 per ct.
Flagstones, dressed.....	\$1.50 per ton.
Flasks, glass of every description.....	30 per ct.
Flax, fibre, scutched.....	1 cent per lb.
Flax, fibre, hackled.....	2 cents per lb.
Flax, tow of, scutched or green.....	½ cent per lb.
Flax Seed.....	10 cts. per bush.
Flax Seed Oil, boiled or raw.....	25 per ct.
Flint, Flints and ground Flint-stones.....	Free.
Flour, Wheat.....	50 cents per bbl.
Flour, Buckwheat or meal.....	4 cent per lb.
Flour, Corn.....	2 cents per lb.
Flour, Rye.....	50 cents per bbl.
Flour, Rice.....	2 cents per lb.
Flour, Sago.....	2 cents per lb.
Fog Signals, detonating for railway alarms.....	20 per ct.
Forks, steel, hay, manure and potato.....	30 per ct.
Folia digitalis.....	Free.
Fossils.....	Free.
Fruit, dried, Apples.....	2 cents per lb.
Fruit, dried, Currants, Dates, Figs, Plums, Prunes, Raisins, and all others not elsewhere specified.....	25 per ct.
Fruit, green, Apples.....	40 cts. per barrel.
Fruit, green, Blackberries, Gooseberries, Raspberries, Strawberries.....	2 cents per quart.
Fruit, green, Cherries and Currants.....	1 cent per quart.
Fruit, green, Cranberries, Plums and Quinces.....	30 cents per bush.
Fruit, green, Grapes.....	2 cents per bush.
Fruit, green, Peaches.....	40 cents per bush.
Fruit, green, Oranges and Lemons.....	20 per ct.
Fruit, in air-tight cans, including cans, if sweetened.....	3 cents per lb.
Fruit, in air-tight cans, including cans, if not sweetened.....	2 cents per lb.
Fruit, preserved in brandy and other spirits.....	\$1.90 per I. G.
Fruit Jars, glass and preserve jars.....	30 per ct.
Fullers' Earth.....	Free.
Fuller's Earth, when prepared.....	20 per ct.
Furniture, House, cabinet or office, finished or in parts.....	35 per ct.
Fur Skins, dressed.....	15 per ct.
Fur Skins, of all kinds, not dressed in any manner.....	Free.
Furs, Caps, Hats, Muffs, Tippets, Capes, Coats, Cloaks, and other manufactures of Fur.....	25 per ct.
Galateas.....	2 cents per sq. yd. and 15 per cent.
Game and Poultry of all kinds.....	20 per ct.
Gas and Coal Oil Fixtures, or parts thereof.....	30 per ct.
Gas Light Shades.....	30 per ct.
Gas Pipes of Cast Iron.....	25 per ct.
Gentian Root.....	Free.
German Silver in Sheets.....	10 der ct.
Giant Powder.....	5 cents per lb. and 20 per ct.
Gin, Geneva (see "Spirits").....	\$1.82½ per I. G.
Gin, Old Tom (see "Spirits") in bulk.....	\$1.82½ per I. G.
Ginseng Root.....	Free.
Glass, bent for the manufacture of show cases.....	Free.
Glass, Ornamental, Figured, Enamelled, Stained, in sheets.....	30 per ct.
Glass, Carboys and Demijohns, Pressed and Cut Glass Bottles and Decanters, Flasks and Phials of every description, Telegraph and Lightning Rod Insulators, Fruit Jars and Glass Bottles.....	30 per ct.
Glass, Lamp and Gas Light Shades, Lamps and Lamp Chimneys, Globes for Lanterns, Lamp and Gas Lights.....	30 per ct.
Glass, Stained, Tinted, Painted, Vitrified, in sheets.....	30 per ct.
Glass, Silvered Plate.....	25 per ct.
Glass, Window, Stained.....	30 per ct.
Glass, Window, Common and Colorless.....	20 per ct.
Glass, Figured, Enamelled and Obscured White, in sheets.....	30 per ct.

Glass, not Figured, Painted, Enamelled or Engraved.	20 per ct.
Glass, all others, and manufactures of, not elsewhere specified	20 per ct.
Glass Stoppers	20 per ct.
Glass Balls	30 per ct.
Glass Paper, Sand, Emery Paper and Cloth	20 per ct.
Glengarry or Scotch Caps	25 per ct.
Globes for Lanterns and Lamps	30 per ct.
Gloves and Mitts of any material	25 per ct.
Glucose Syrup	3c. per lb. and 35 per ct.
Glucose and Grape Sugar, to be classed and rated for duty, as sugar according to grade by Dutch standard in color	Free.
Gold and Silver Leaf	25 per ct.
Gold Beaters' Moulds and Skins	Free.
Granite, all manufactures of, not elsewhere specified	20 per ct.
Granite Ware or Iron-stone Ware (not iron)	30 per ct.
Gravel	Free.
Grease and Grease Scrap, for manufacture of Soap	Free.
Grindstones	\$2.00 per ton.
Guano, and other animal and vegetable manure (not phosphates)	Free.
Gums, Amber, Arabic, Australian, British, Copal, Dammar, Mastac, Sandarac, Shellac and Tragacanth	Free.
Gums, Chewing, sweetened or flavored. 1c. per lb. and 35 per ct.	20 per ct.
Guns, Chewing, not sweetened	20 per ct.
Gunpowder, gun, rifle and sporting, in kegs, ½ kegs, ¼ kegs, and similar packages	5 cts. per lb.
Gunpowder, cannon and musket, in kegs and barrels	4 cts. per lb.
Gunpowder, canister, in pound and ½ pound tins	15 cts. per lb.
Gunpowder, blasting and mining	3 cts. per lb.
Gut and Worm Gut, manufactured and unmanufactured, for whip and other cord	Free.
Gutta Percha, manufactures of	25 per ct.
Gutta Percha, crude	Free.
Gypsum, ground	20 per ct.
Gypsum, crude (Sulphate of Lime)	Free.
Hair, curled	20 per ct.
Hair, Angola, Buffalo, Bison, Camel's, Goat, Hog, Horse and Human, cleaned or uncleaned, but not curled or otherwise manufactured; also Cow, Calf, and Deer Hair	Free.
Hair Oils, Pomatums and Pastes, and all other perfumed preparations used for the hair, mouth or skin	30 per ct.
Hams, fresh, salted, dried or smoked	2 cts. per lb.
Handkerchiefs, cotton	20 per ct.
Hardware, builders', cabinet makers', upholsterers', carriage makers', saddlers' and undertakers'	30 per ct.
Hats, Caps and Bonnets, not elsewhere specified	25 per ct.
Hatters' Plush, of silk or cotton	10 per ct.
Hatters' Furs, not on the skin	Free.
Hemlock Bark	Free.
Hemp, undressed	Free.
Hemp, Indian (crude drug)	Free.
Hides, raw, whether dry, salted or pickled	Free.
Hoes, Steel	30 per ct.
Hollow-ware, tinned, glazed, or enamelled, of cast or wrought iron	25 per ct.
Honey, in the comb or otherwise	3 cents per lb.
Hools	Free.
Hops	6 cents per lb.
Horn Strips, used in making Corsets	Free.
Horse Shoes	30 per ct.
Horse-shoe Nails	30 per ct.
Hosiery, cotton of all kinds, not elsewhere specified	30 per ct.
Hosiery, wool of all kinds, not elsewhere specified, 7½ cents per lb. and	20 per ct.
Hubs, Spokes and Felloes, rough or sawn only	15 per ct.
Hubs, Spokes and Felloes, when finished	25 per ct.
Hymn Books	5 per ct.
Hyoscyamus or Henbane Leaf	Free.
Ice	Free.
Indian Corn	7½ cents per bush.
India Rubber, Boots and Shoes and manufactures of, including Vulcanite and Elastic Web	25 per ct.
India Rubber, unmanufactured	Free.
Indigo	Free.
Ink, for writing	25 per ct.
Ink, for printing	20 per ct.
Insulators, Telegraph and Lightning-rod	30 per ct.
Iron, old and scrap	\$2.00 per ton.
Iron, Pig	\$2.00 per ton.
Iron, in Slabs, Blooms, Loops or Billets, puddled or not, and muck and puddled Bars and Billets	10 per ct.
Iron, in bars, rolled or hammered, including flats, rounds and squares, nail and spike rods, and all other iron not elsewhere specified	17½ per ct.
Iron, Band and Hoop, Sheet, smoothed or polished, coated or galvanized, and common or black, 17 gauge or thinner, and Boiler Plate, Tank Iron and Canada Plates	12½ per cent.
And the above over 17 gauge	17½ per ct.
Iron Chain, "half-inch chain," so called, is ordinarily made a little over ½ inch, or about 17-32 of an inch, but should be classed as half inch, and pay	20 per ct.
Iron, Nails and Spikes, wrought or pressed, including railroad spikes	3c. per lb. and 10 per ct.
Iron, Rolled Beams, Channel, Angle and T Iron	15 per ct.
Iron, Sheet, Corrugated and Galvanized	17½ per ct.
Iron, Mill and Mill Cranks, and Wrought Forgings for Mills and Locomotives, or parts thereof, weighing 25 lbs. or more	20 per ct.
Iron Masts, for ships or parts of	Free.
Iron, rolled round wire rods in coils under ½ inch diameter	10 per ct.
Iron and Steel Wire, tinned or coppered, galvanized or not	15 per ct.
Iron, for bridges and structural work	25 per ct.
Iron, malleable, castings	25 per ct.
Iron, Stove and other castings, not elsewhere specified	25 per ct.
Iron Tin Plates—Sheet Iron tinned, commonly called tin plates, and whole sheets of any size, not specially shapen or cut from sheets as originally manufactured	10 per ct.
Iron Nuts and Bolts, together, classed as bolts	30 per ct.
Iron Wire Nails, called "Poix de Paris"	30 per ct.
Iron Furniture, including bedsteads, and ornamental iron work and wire work	25 per ct.
Iron, Wrought, Tubing, plain, not threaded, coupled or otherwise manufactured	15 per ct.
Iron, Wrought, Tubing, threaded or coupled	20 per ct.
Iron, and manufactures of, not elsewhere specified	20 per ct.
Isle or Tampico Fibre	Free.

Ivory or Ivory Nuts, unmanufactured	Free.
Ivory Veneers, sawn or split only, not planed or polished	Free.
Jalap Root	Free.
Japanned and Tinware, not elsewhere specified	25 per ct.
Jeannettes	2 cts. per sq. yd. and 15 per ct.
Jewellery, and manufactures of Gold and Silver	20 per ct.
Junk, Old	Free.
Jute, manufactures of	20 per ct.
Jute, Jute and Hemp Carpets	20 per ct.
Jute, unmanufactured	Free.
Jute, Butts	Free.
Kelp	Free.
Kerosene and Coal Oil, distilled, purified or refined, not elsewhere specified	7½ c. per I.G.
Kerosene and Coal Oil Fixtures, or parts thereof	30 per ct.
Knitting Machines	25 per ct.
Knife Blades or Knife Blanks in the rough, unhandled, for the use of Electro-platers	10 per ct.
Knives for Mowers and Reapers and Cutter Bars	30 per ct.
Kryolite	Free.
Labels of every description, printed, lithographed or copper or steel plate	30 per ct.
Lac—dye, crude, seed, button, stick and shell	Free.
Lamps, Glass	30 per ct.
Lamp Shades, Glass	30 per ct.
Lard, tried and rendered	2 cts. per lb.
Lard, untried	1½ cts. per lb.
Lard, Oil	20 per ct.
Lava, unmanufactured	Free.
Lead, old and scrap and in pigs, bars, blocks and sheets	10 per ct.
Lead, white and red, dry; also dry white zinc	5 per ct.
Lead, Pipe and Shot	25 per ct.
Lead, all manufactures of, not elsewhere specified	25 per ct.
Leather, sole, tanned but rough and undressed	10 per ct.
Leather, Morocco Skins, tanned but rough or undressed	10 per ct.
Leather, sole and belting leather, tanned but not waxed	15 per ct.
Leather, sole and belting leather, dressed and waxed	20 per ct.
Leather, all upper and French kid, tanned but not waxed	15 per ct.
Leather, all upper and French kid, dressed and waxed	20 per ct.
Leather, japanned, patent or enamelled	20 per ct.
Leather, all other, and skins tanned, not elsewhere specified	20 per ct.
Leather, belting and all manufactures of, including boots and shoes	25 per ct.
Leather, Board	3 cts. per lb.
Leather, Boot and Shoe Counters	½ cent per pr.
Leeches	Free.
Lemons, and rinds of, in brine for candying	Free.
Licorice—root and paste, extract of, for manufacturing purposes	20 per ct.
Licorice, stick extract or confection	1 cent per lb. 20 per ct.
Linen, and manufactures of	20 per ct.
Linen Handkerchiefs in boxes	20 per ct.
Attention is called to the necessity of seeing that they are invoiced at the full value, including the cost of hemming and boxing	
Linings, cotton (rolled)	20 per ct.
Linseed Oil, Raw or Boiled	25 per ct.
Litharge	Free.
Lithographic Stones, not engraved	20 per ct.
Litmus and all Lichens, prepared and not prepared	Free.
Locks of all kinds	30 per ct.
Logs and round unmanufactured timber, not elsewhere specified	Free.
Logwood, extract of	Free.
Locomotives and Railway, Passenger, Baggage and Freight Cars, being the property of Railway Companies in the United States running upon any line of road crossing the frontier, so long as Canadian locomotives and cars are admitted free under similar circumstances in the United States, under regulations to be prescribed by the Minister of Customs	Free.
Locomotive, Tires of Steel or "Bessemer" in the rough	10 per ct.
Lumber and Timber, Planks and Boards, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch, Pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shaped, planed, or otherwise manufactured	Free.
Lumber and Timber, Spanish Cedar cut by knife	Free.
Lumber and Timber, not elsewhere specified	20 per ct.
Linoleum as "Oil Cloth"	30 per ct.
Mace	25 per ct.
Machinery for Cotton Mills, not made in Canada, until the 1st day of Oct. 1880	Free.
Machinery for Worsted Mills, of all kinds, which is not manufactured in Canada, until the 1st day of Oct. 1880	Free.
This does not refer to machinery for Woollen Mills, but only the actual machinery used in the manufacture of "Worsted"	
Machinery, not elsewhere specified	25 per ct.
Madder and Munjeet, or Indian Madder, ground and prepared and all extracts of	Free.
Magazines, quarterly, monthly, and semi-monthly, unbound	Free.
Malt	15 cents per bush., subject to Excise Regulations.
Malt, extract of, for medicinal purposes	25 per ct.
Manilla Grass	Free.
Mantels, slate	30 per ct.
Mantels, marble	25 per ct.
Manure, Guano, and other animal and vegetable, in natural state, not prepared	Free.
Manure, prepared or manufactured, all kinds	20 per ct.
Marble Slabs, sawn on not more than two sides	15 per ct.
Marble Blocks and Slabs, sawn on more than two sides	20 per ct.
Marble, finished	25 per ct.
Marble, all manufactures of, not elsewhere specified	25 per ct.
Marble, in blocks from quarries in the rough, or sawn on two sides only, and not specially shapen, containing 15 cubic ft. or over	10 per ct.
Maps and Charts—not Atlases	20 per ct.
Masts, Iron, or parts of, for ships	Free.
Mattresses, hair, spring and other	35 per ct.
Meal, Buckwheat	½ cent per lb.
Meal Cake, Oil Cake, Cotton Seed Cake, and Palm-Nut Cake	Free.
Meat, fresh or salted, on actual weight, as received in Canada, except shoulders, sides, bacon and hams	1 cent per lb.

Meats, all others, dried, smoked or preserved, in any other way than salted or pickled, not otherwise specified	2 cts. per lb. and 20 per cent. on value of cans.
Meats, Corned Beef	2 cents per lb.
Meats, Essence of Beef (extract)	20 per ct.
Medals of gold, silver or copper	Free.
Meerschaum, crude or raw	Free.
Menageries, horses, cattle, carriages and harness of, under regulations to be prescribed by Minister of Customs	Free.
Mica	20 per ct.
Milk Food, manufactured by Henri Nestle, Dr. Giband and others, and all similar preparations	30 per ct.
Military Stores and Munitions of War	Free.
Mill Board, not Straw Board	10 per ct.
Mitts and Gloves, leather	25 per ct.
Mineralogy, specimens of	Free.
Models and Patterns of Inventions, and other improvements in the arts, but no article or articles shall be deemed a model or improvement which can be fitted for use	Free.
Molasses (see Syrups)	
Moss, Iceland, and other Mosses, crude	Free.
Moss, Seaweed, and all other vegetable substances used for beds and mattresses, in their natural state or only cleaned	Free.
Mower and Reaper Knives, and Cutter Bars, as edge tools	30 per ct.
Muffs, Fur	25 per ct.
Music, printed, bound in sheets	6 cents per lb.
Musical Instruments for bands of the Army, Navy or Militia	Free.
Musical Instruments not specified, according to material of chief value	
Musical Instruments, brass	30 per ct.
Musical Instruments, wood	25 per ct.
Musical Instruments, silver	20 per ct.
Musical Instruments, vulcanite	25 per ct.
Musical Instruments, Accordions	25 per ct.
Musical Instruments, Triangles	20 per ct.
Muskets, Rifles, Guns and Pistols, not elsewhere specified	20 per ct.
Mustard Seed, unground	15 per ct.
Mustard Seed, ground or prepared	25 per ct.
Nails, Clout, Hungarian, Horse-shoe and Iron Wire, called "Point de Paris"	30 per ct.
Nails and Spikes, cut	½ cent per lb. and 10 per ct.
Nails and Spikes, Wrought and Pressed, whether Galvanized or not	½ cent per lb. and 10 per ct.
Nails and Spikes, Composition and Sheathing	20 per ct.
Napkin Rings, plated	30 per ct.
Napkin Rings, not plated	20 per ct.
Naphtha, not elsewhere specified	7 1-5 cts. per I.G.
Neatsfoot Oil	20 per ct.
Newspapers, and Quarterly, Monthly, and Semi-monthly Magazines, unbound	Free.
Nickel Anodes and Cathodes	Free.
Nickel Salts	20 per ct.
Nitrate of Soda or Cubic Nitre	Free.
Nitro-Glycerine	10c. per lb. and 20 per ct.
Nuts, Iron	1c. per lb. and 10 per ct.
Nuts, all kinds except Cocoanuts	20 per ct.
Nuts, Cocoa	\$1.00 per 100.
Nutmegs	25 per ct.
Nutgalls	Free.
Oak Bark	Free.
Oakum	Free.
Oats	10 cts. per bush.
Oatmeal	½ cent per lb.
Ochres, dry, ground or unground, washed or unwashed, not calcined	10 per ct.
Oils, hair, perfumed or not	30 per ct.
Oils, Coal or Kerosene, distilled, purified or refined	
Naphtha, Benzole, Petroleum, products of Petroleum, Coal, Shale and Lignite not elsewhere specified	7 1-5 cts. per I.G.
Oils, Lubricating	20 per ct.
Oils, Carbolic or heavy, used for making wooden block pavements, for treating wood, for building, and for railway ties	10 per ct.
Oils, Olive or Salad	20 per ct.
Oil, Cod Liver, medicated	20 per ct.
Oil, Fish, subject to provisions of Washington Treaty	Free.
Oils, Fish and Seal, and all products of fish, the produce of Newfoundland	Free.
Oils, Lard	20 per ct.
Oil, Linseed or Flaxseed, raw or boiled	25 per ct.
Oil, Neatsfoot	20 per ct.
Oil, Sperm	20 per ct.
Oil, Sesame Seed	20 per ct.
Oils, Coconut and Palm, in their natural state	Free.
Oil Cake, Cotton Seed Cake, Palm-nut Cake and Meal	Free.
Oil Cloth for Floors and Linoleum stamped, painted or printed, and Table Covers similarly prepared and oiled or painted window blinds	30 per ct.
Oil Cloth, carriages, etc.	20 per ct.
Opium (drug)	20 per ct.
Opium, prepared for smoking	\$5.00 per lb.
Oranges, rinds of, in brine for Candying	Free.
Ores of metals of all kinds	Free.
Organs, Cabinet, Reed Organs, having not more than two sets of reeds	\$10.00 each.
Organs, Cabinet, having over two and not more than four sets of reeds	\$15.00 each.
Organs, Cabinet, having over four and not more than six sets of reeds	\$20.00 each.
Organs, Cabinet, having over six sets of reeds, and in addition thereto	\$30.00 each.
Organ Pipes, and sets or parts of sets of reeds for Cabinet Organs	25 per ct.
Ornamental Iron Work	25 per ct.
Ornaments for ladies' head-dresses, hats, bonnets, belts, dress-clasps, &c., to be rated according to the material or component part of chief value	
Oxalic Acid	Free.
Pails, Tubs, Churns, and other manufactures of Wood not elsewhere specified	25 per ct.
Paint, fire proof, dry	½ cent per lb.
Paints and Colors ground in oil or any other liquid	25 per ct.
Paints and Colors not elsewhere specified	20 per ct.
Paints and Colors, White and Red Lead dry, also Zinc	5 per ct.

DOMINION OF CANADA.

Paintings, Engravings, Drawings and Prints.....	20 per ct.
Paintings in Oil or Water Colors, by Artists of well known merit, or copies of the old Masters by such Artists.....	Free.
Palm Leaf, unmanufactured.....	Free.
Palm-nut Cake, Meal Cake, Cotton Seed Cake and Oil Cake.....	Free.
Pamphlets Periodicals not imported through the Post Office.....	15 per ct.
Pamphlets and Periodicals imported through the Post Office for subscribers.....	Free.
Paper, Calendered.....	22½ per ct.
In its meaning held practically to apply to all writing papers, smooth surfaced papers, whether colored or white, drawing paper and enamelled paper, but does not apply to ordinary printing paper, known to the trade as "news" paper, or to wrapping, tissue, filtering or blotting paper, which latter are.....	20 per ct.
Paper, Printing, not calendered.....	20 per ct.
Paper Bags, printed.....	30 per ct.
Paper Bags, not printed.....	25 per ct.
Paper, ruled.....	25 per ct.
Paper, manufactures of, not elsewhere specified.....	25 per ct.
Paper, Carpet Lining.....	20 per ct.
Paper, Union Collar Cloth, in sheets, not shapen.....	10 per ct.
Paper, Envelopes.....	25 per ct.
Paper of all kinds, not elsewhere specified.....	20 per ct.
Paper, Wall, including Window Shades and Trunk Linings.....	30 per ct.
Paper Hangings.....	30 per ct.
Paper Machie.....	25 per ct.
Paper Borders, Cornices, Edgings, &c., for cigar boxes; perforated or embossed paper; confectionery paper, book marks, tags, cards and cardboard, photographic mats, &c., as manufactures of paper.....	25 per ct.
Paris Green, dry.....	10 per ct.
Patent Medicines, or any medicine or preparation of which the recipe is kept secret, or the ingredients thereof are kept secret, recommended by advertisement, bill or label, for the relief of any disorder or ailment, in liquid form.....	50 per ct.
Patent Medicines, all other than liquid.....	25 per ct.
Peas.....	10 cts. per bush.
Pearl, Mother of, not manufactured.....	Free.
Pencils, lead, in wood or otherwise.....	25 per ct.
Pen and Pencil Holders.....	20 per ct.
Pelts.....	Free.
Percussion Caps, for gun or rifle.....	20 per ct.
Percussion Caps, for blasting.....	30 per ct.
Periodicals and Pamphlets, imported through Post Office by subscribers.....	Free.
Periodicals and Pamphlets, not imported through Post Office.....	15 per ct.
Perfumery, including toilet preparations.....	30 per ct.
Perfumed Spirits, in bottle or flasks, not weighing more than 4 oz.....	40 per ct.
Perfumed Spirits (held to include Bay Rum), in bottles or flasks and other packages weighing more than 4 oz. each.....	\$1.90 per I. G. and 30 per ct.
Petroleum and products of, not elsewhere specified.....	7 1-5 cts. per I. G.
Phials, glass, of every description.....	30 per ct.
Philosophical Instruments, and apparatus, including globes and pictorial illustrations of insects, etc., when imported by or for the use of colleges and schools, scientific and literary societies.....	Free.
Phosphorus.....	Free.
Phosphor Bronze, blocks, sheets and wire.....	10 per ct.
Pianofortes, square, whether round-cornered or not, not over 7 octaves.....	\$25.00 each.
Pianofortes, square, all other.....	\$30.00 each.
Pianofortes, upright.....	\$30.00 each.
Pianofortes, concert, semi-concert or parlor grand.....	\$50.00 each.
And in addition to above specific duty.....	15 per ct.
Pianofortes, parts of, including brass agraffe pins.....	25 per ct.
Pianos—a piano imported, consisting of case, frame, sounding-board, &c., but without the action, should be treated as a piano, liable to the specific duty, and the ad valorem duty on its value in that state.....	35 per ct.
Pipe Clay in natural condition.....	Free.
Pipes, Briar and other.....	20 per ct.
Pins, Hooks and Eyes.....	20 per ct.
Pistols, not elsewhere specified.....	20 per ct.
Pitch-pine.....	Free.
Pitch, Coal.....	10 per ct.
Plants and Shrubs.....	20 per ct.
Plaster of Paris or Gypsum, ground.....	20 per ct.
Plaster of Paris or Gypsum, calcined or manufactured.....	15c. per 100 lbs. or 45 cts. per bbl. of not over 300 lbs.
Plaits, straw, Tuscan or grass.....	Free.
Plates, engraved on wood and steel or any other metal.....	20 per ct.
Plated ware, Electroplate and Gilt of all kinds (not jewelry).....	30 per ct.
Playing Cards.....	30 per ct.
Plumbago.....	10 per ct.
Plumbago, all manufactures of, not elsewhere specified.....	20 per ct.
Plush, silk or cotton, for hatters.....	10 per ct.
Pomades, French, or flower odors, preserved in fat or oil for the purpose of conserving the odors of flowers which do not bear the heat of distillation, when imported in tins of not less than 10 lbs. each.....	15 per ct.
Pomatum, or Paste, for hair, mouth, or skin.....	30 per ct.
Porter, Ale and Beer, imported in bottles (6 quarts and 12 pints to I. G.).....	18 cents per I. G.
Porter, Ale and Beer, imported in casks or otherwise than bottles.....	10 cents per I. G.
Potatoes.....	10 cents per bush.
Potash, Muriate of, crude.....	Free.
Porcelain-ware.....	20 per ct.
Porcelain-ware, Lamp Shades, and imitation.....	20 per ct.
Posters, printed, lithographed, or copper or steel plate posters.....	30 per ct.
Poultry and game of all kinds.....	20 per ct.
Prayer Books, Psalm and Hymn Books, and Bibles.....	5 per ct.
Prints, Drawings, Engravings and Paintings.....	20 per ct.
Printing Presses, not to include type-writers, electric pens, numbering machines or dating stamps.....	15 per ct.
Prunella, Cotton and Woollen Netting for boots, shoes and gloves.....	10 per ct.
Prunella of Cotton.....	2 cents per sq. yard and 15 per ct.

Pumice and Pumice Stone.....	Free.
Pumice Stone, ground and powdered.....	20 per ct.
Putty.....	25 per ct.
Quills.....	20 per ct.
Quinine, sulphate of.....	20 per ct.
Quicksilver.....	10 per ct.
Rags of Cotton, Linen, Jute, Hemp, Paper Waste or clippings and waste of any kind, fit only for manufacture of paper.....	Free.
Rags, Woollen.....	Free.
Rails, iron, or railway bars for railways or tramways.....	15 per ct.
Railway Iron, Iron Fish-plates, Frogs, Frog Points, Chairs and Fingerbars.....	17½ per ct.
Rakes and Rake-teeth.....	30 per ct.
Rattans, unmanufactured.....	Free.
Receipts, printed, lithographed or copper or steel plate receipts.....	30 per ct.
Reeds, unmanufactured.....	Free.
Rennet, raw or prepared.....	Free.
Resin.....	Free.
Revolvers, not elsewhere specified.....	20 per ct.
Rhubarb Root.....	Free.
Rice.....	1 cent per lb.
Rice Flour.....	2 cents per lb.
Rifles, not elsewhere specified.....	20 per ct.
Rivets, Bolts and Washers.....	30 per ct.
Rose Water, without spirits.....	30 per ct.
Rose Water, when without spirits, to be classed as perfumery.....	Free.
Rum (see "Spirits").....	\$1.32½ per I. G.
Rye.....	10 cents per bush.
Rye Flour.....	50 cents per bbl.
Rubber, manufacture of.....	25 per ct.
Safes, "Iron," and doors for safes and vaults.....	25 per ct.
Saffron Cake.....	Free.
Saffron and Safflower, extract of.....	Free.
Sago.....	20 per ct.
Sago Flour.....	20 per ct.
Sails for Boats and Ships.....	25 per ct.
Sal-Armoniac.....	Free.
Sal-Soda.....	Free.
Salt, imported from the United Kingdom or any British possession, or imported for the use of the sea or gulf fisheries.....	Free.
Salt, except salt imported from the United Kingdom or any British possession, or imported for the use of the sea or gulf fisheries, which shall be free from duty.....	8 cts. per 100 lbs.
Salt, in bags, barrels and other packages.....	12c. per 100 lbs.
Salt-petre.....	20 per ct.
Sand.....	Free.
Sand-paper, Glass and Emery-paper and Cloth.....	20 per ct.
Satin, silk.....	30 per ct.
Satchels, colored as "Jeans".....	2 cts. per sq. yd. and 15 per ct.
Satchels, Valises and Carpet-Bags.....	30 per ct.
Saw-dust.....	25 per ct.
Saws of all kinds.....	30 per ct.
Scales, Balances, Weighing Beams and Steelyards.....	30 per ct.
Screws, Steel, Iron, called "Wood-Screws".....	35 per ct.
Screws, Machine Screws and Wood-Screws.....	20 per ct.
Screws, Machine, intended for holding in wood, without nuts or other iron fixtures, to be classed as wood-screws.....	35 per ct.
The same imported with nuts are properly screw bolts.....	30 per ct.
Screws, with Nuts.....	30 per ct.
Sea-grass.....	Free.
Sealskin—Imitations in wool to be classed as cloakings.....	7½ per lb. and 20 per ct.
Seamless Drawn Tubing, "Zinc".....	10 per ct.
Seamless Drawn Tubing, "Brass".....	10 per ct.
Seamless Drawn Tubing, "Copper".....	10 per ct.
Seamless Cotton Bags.....	2 cents per lb. and 15 per ct.
Sea-weed, Moss, and all other Vegetable Substances used for beds and mattresses, in their natural state or only cleaned.....	Free.
Seeds, flower, garden, field and other seeds for agricultural purposes, when in bulk or other large parcels.....	15 per ct.
Seeds, the same in small papers and parcels.....	25 per ct.
Seeds, mustard, unground.....	15 per ct.
Seeds, mustard, ground.....	25 per ct.
Seeds, for agricultural purposes, do not include Anise, Cardamon, Colchicum, Cummin, Feengreek, Hyocyanus, Philandri, Stramonium, Worm, Caraway, Canary.....	Free.
Senna, in leaves.....	Free.
Sesame Seed Oil.....	20 per ct.
Settlers' Effects—Wearing Apparel, Household Furniture, Professional Books, Implements and Tools of trade, occupation or employment, which the settler has had in actual use for at least six months before removing to Canada, not to include machinery or live stock, or articles imported for use in any manufactory, establishment, or for sale; provided that any dutiable article entered as Settlers' Effects shall not be sold or otherwise disposed of without payment of duty until two years actual use in Canada.....	Free.
Also provided that under regulation to be made by the Minister of Customs, Live Stock when imported into Manitoba or the N. W. Territory by intending Settlers, shall be free until otherwise ordered by the Governor in Council.....	Free.
Sewer Pipes, glazed or unglazed.....	20 per ct.
Sewing Machines, whole, or heads or parts of heads of Sewing Machines.....	\$2.00 each and 20 per ct.
Sewing Machines, parts of, viz.: Stands and table tops, imported separately; stands to be treated as castings, and woodwork as manufactures of wood, both.....	25 per ct.
Shawls, Woollen, wholly or in part worsted, hair Alpaca goat or other like animals.....	7½ cts. per lb. and 20 per ct.
Shawls, Indian or Paramatta.....	20 per ct.
Shellac Varnish.....	\$1.90 per gallon.
Shingles.....	20 per ct.
Ships, and all other vessels built in any foreign country, whether steam or sailing vessels, on application for Canadian Register, on the fair market value of the hull, rigging, machinery, and all appurtenances.....	10 per ct.
Shirts, Cotton, woven or made on frames.....	30 per ct.
Shirts, Drawers, and Hosiery, Wool, wholly or in part, worsted, hair of Alpaca goat or other like animals.....	7½c. per lb. and 20 per ct.
Shirtings, Cotton, checked and striped.....	2c. per sq. yd. and 15 per ct.

Shirt Fronts, Collars and Cuffs, paper.....	30 per ct.
Shoes and Boots, leather and rubber.....	25 per ct.
Shoe Linings, twilted Cotton.....	1c. per sq. yd. and 15 per ct.
Shoe Linings, colored Jeanettes.....	2c. per sq. yd. and 15 per ct.
Shot, lead.....	25 per ct.
Shot Guns, not elsewhere specified.....	20 per ct.
Show Cases, of any material.....	35 per ct.
Show Cards or Bills.....	30 per ct.
Shovels, Spades.....	30 per ct.
Shoulders and Sides, fresh, salted, dried or smoked.....	2 cents per lb.
Shrubs and Trees, ornamental, shade and fruit.....	20 per ct.
Silex, or Crystallized Quartz.....	Free.
Silicias, plain or beetled, and Casbans.....	20 per ct.
Printed.....	20 per ct.
Silks, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way, silk cocoons and silk waste.....	Free.
Silk Twist and Sewing Silk.....	25 per ct.
Silk Umbrellas.....	30 per ct.
Silk Velvets, and all manufactures of silk, of which silk is the component part of chief value.....	30 per ct.
Silk, in the gum, not more advanced than singles, tram and thrown organzine, and raw spun silk, not colored.....	15 per ct.
Silk—Manufactures of, embrace, glacé, gros grain, ducape, baratheas Cashmere, Gros de Naples, black and colored Turquoise, satins, sarsenets, Persians, poplins and all other piece goods of which silk is the component part of chief value; all silk clothing, silk umbrellas and parasols, velvets, terries, chenilles, ribbons, silk plush, hat bands, velvet ribbons, silk braids, fringes, laces, trimmings, tassels, shawls, hosiery and underclothing, ties, scarfs, bows, ferrets, handkerchiefs, Prussian bindings, sofa gimp, orris lace, float race, mantillas or jackets, boot and stay laces, silk warp Paramatta, silk tapestry, silk warp alpaca, &c.....	30 per ct.
Silver, rolled, and German silver, in sheets.....	10 per ct.
Silver or Gold Coins (except United States silver coin).....	Free.
Silver Leaf.....	25 per ct.
Silvered Plate Glass.....	25 per ct.
Skates of all kinds.....	30 per ct.
Skins, undressed, dried, salted or pickled.....	Free.
Slates, School and Writing, and Porcelain and Drawing Slates.....	25 per ct.
Slate, Mantels.....	20 per ct.
Slates, of all kinds and manufactures of, not otherwise specified.....	25 per ct.
Sleighs.....	30 per ct.
Snuff and Manufactured Tobacco.....	25c. per lb. and 12½ per ct.
Soap, common, brown and yellow, not perfumed.....	1½c. per lb.
Soap, common, soft and liquid, not perfumed.....	20 per ct.
Soap, Castile and white.....	2 cents per lb.
Soap, perfumed or toilet.....	30 per ct.
Soap, saddlers' and silver soap.....	25 per ct.
Soda Ash.....	Free.
Soda, Caustic.....	Free.
Soda, Silicate of.....	Free.
Soil Pipes, cast iron.....	25 per ct.
Spades, Shovels.....	30 per ct.
Spanish or Esparto Grass, and other grasses and pulp of, for the manufacture of paper.....	Free.
Spectacles and Eye Glasses.....	20 per ct.
Sperlin, in blocks or pigs.....	10 per ct.
Sperm Oil.....	20 per ct.
Spices—Ginger and Spices of all kinds (except Mace and Nutmegs) unground.....	20 per ct.
Spices, as above, ground.....	25 per ct.
Spices, Nutmegs and Mace.....	25 per ct.
Spikes and Nails, cut.....	½c. per lb. and 10 per ct.
Spikes and Nails, wrought and pressed, whether galvanized or not.....	½c. per lb. and 10 per ct.
Spikes and Nails, composition and sheathing.....	20 per ct.
Spirits of Turpentine.....	20 per ct.
Spirits and Strong Waters, not having been sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Syke's Hydrometer, for every Imperial Gallon of the strength of proof by such Hydrometer, and so in proportion for any greater or less strength than a gallon, viz.:—Geneva Gin, Rum, Whiskey, and unenumerated articles of like kinds.....	\$1.32½ per I. G.
Spirits, Brandy.....	\$1.45 per I. G.
Spirits, Whiskey, Geneva Gin and Rum.....	\$1.32½ per I. G.
Spirits, Old Tom Gin, in bulk.....	\$1.32½ per I. G.
Spirits, sweetened or mixed so that the degree of strength cannot be ascertained as aforesaid, viz.: Rum-Shrub, Cordials, Scheidam Schnaps, Tafia, Bitters, and unenumerated articles of like kind.....	\$1.90 per I. G.
Spirits, Strong Waters imported into Canada mixed with any ingredients, and although thereby coming under the denomination of Patent Medicines, Tinctures, Essences, Extracts, or any other denomination not elsewhere specified, shall be nevertheless deemed spirits or strong waters, and subject to same duty.....	\$1.90 per I. G.
Spirits and Strong Waters, not elsewhere specified.....	\$1.90 per I. G.
Spokes, Hubs, Felloes, rough or sawn only.....	15 per ct.
Spokes, Hubs, Felloes.....	25 per ct.
Sprigs, Tacks and Brads.....	30 per ct.
Starch, Corn Starch, and all preparations having the quality of starch.....	2c. per lb.
Stationery of all kinds, not elsewhere specified.....	20 per ct.
The following articles, not specially named in the tariff, may be classed as stationery, viz.: Penholders and pencil cases of all kinds, paper binders and fasteners (metal), pencil sharpeners, mullage, paper weights and slips, copying pencils, inkstands (except electro-plated), notarial seals, philosophical and mathematical instruments, drawing pens, tape measures, ink powder, parchment, chalks and crayons, India and China ink, quills and quill and steel pens, ivory knives and folders, wafers and stamps, slate pencils, juvenile and all water colors for artists, pink tape, pastilles, globes, rulers, pen trays, key rings and chains.....	Free.
Steel and manufactures of, Steel in Ingots, Bars, Sheets and Coils, and Railway Bars or Rails and Fish-plates, on and after Jan. 1, 1882.....	10 per ct.
Steel, the same to January 1st, 1882.....	Free.
Steel, Locomotive Tires and Bessemer steel in rough.....	10 per ct.
Steel, all manufactures of, not elsewhere specified.....	20 per ct.

Steel and Iron, all manufactures of, not elsewhere specified	20 per ct.
Steel Wire, galvanized or not	15 per ct.
Steel Plates	20 per ct.
Steel in coils, such as imported for the manufacture of Screws and Rake Teeth, is free until January 1st, 1882, but if cut to special length, or bent to shape, is dutiable as manufacture of steel	20 per ct.
Steel Mould Boards, Land Sides and Shares for Ploughs cut to form, not moulded or bored	Free.
Steel Sheets of all kinds, cut to shape, but not moulded or bored "as they come from the roller and shears," free as sheet steel until 1st January, 1882. This includes saw blanks	Free.
Steelyards, to be included in the item "scales, balances, and weighing beams"	30 per ct.
Stereotypes and Electrotypes of standard books, except those of Advertising Books, Almanacs and Sheets	10 per ct.
Stereotypes and Electrotypes for Commercial Blanks and Advertisements	20 per ct.
Stone, Burr, in blocks, rough or unmanufactured, and not bound into mill stones	Free.
Stones, Flag, dressed	\$1.50 per ton.
Stone, Rough Freestone, Sandstone, and all other building stone except marble from the quarry, not hammered or chiselled (13 cubic feet to ton)	\$1 per ton.
Stone, Waterlime or Cement Stone (see Cement)	\$1 per ton.
Stone, Dressed Freestone and all other building stone except marble from the quarry, not hammered or chiselled, and all manufactures of stone or granite	20 per ct.
Stone, lithographic, not engraved	20 per ct.
Stone, Grindstones	\$2 per ton.
Stoves and other Iron Castings not elsewhere specified	25 per ct.
Straw Board, not Mill Board	20 per ct.
Studs, Shirt or Collar, of all kinds	20 per ct.
Sugar, above No. 14 Dutch Standard in color	1 cent p. lb. and 35 p. ct.
Sugar, equal to No. 9, and not above No. 14 Dutch Standard	2c. per lb. and 30 per ct.
Sugar, below No. 9, Dutch Standard	2c. per lb. and 30 per ct.
Provided that the ad valorem duty shall be levied and collected on Sugar and Melado when imported direct from the country of growth and production, upon the fair market value thereof (including export duty or other government tax at the place of purchase, without any addition for the cost of hogheads or other packages, or other charges and expenses prior to shipment, anything contained in Sect. 34 of Act 40 Vic., cap. 10, to the contrary notwithstanding, the said section, nevertheless, remaining in force as to regulations to be made under it in cases where the Sugar or Melado is not imported direct from the country of growth or production.	
Sugar Candy, brown or white, and Confectionery	1c. per lb. and 35 p. ct.
Sugar, Grape or Glucose, to be classified and rated for duty as Sugar according to grade by Dutch Standard in color	
Sulphur, in roll or flour	Free.
Sunday School Cards or Devotional Cards—No exception can be made from the item "printed, lithographed, &c., cards"	30 per ct.
Superphosphates, or manufactured manure	20 per ct.
Surgical Instruments and Dental Instruments, wholly or in part of steel	20 per ct.
Syrups—Cane Juice, Refined Syrup, Sugar-house Syrup, Syrup of Sugar, Syrup of Molasses, or Sorghum	2c. per lb. and 30 p. ct.
Melado, Concentrated Melado, Concentrated Cane Juice, Concentrated Molasses, Concentrated Beet-root Juice, and Concrete	3c. per lb. and 30 per ct.
Molasses, if used for refining, clarifying or rectifying purposes, or for the manufacture of sugar, when imported direct from the country of growth or production	25 per ct.
Molasses, for same purpose, when not imported direct from the country of growth or production	30 per ct.
Molasses, when not so used, when imported direct from the country of growth or production	15 per ct.
Molasses, when not imported direct from the country of growth or production	20 per ct.
Syrups, Glucose	2c. per lb. and 35 per ct.
Scythes, steel, of all kinds	30 per ct.
Tacks, Brads and Sprigs	30 per ct.
Tails, undressed	Free.
Tallow	1c. per lb.
Tampico, white and black	Free.
Tanners' Bark	Free.
Tanning or Dyeing Articles, in a crude state, used in dyeing or tanning, not elsewhere specified	Free.
Tapers, wax, unenumerated	20 per ct.
Tapiooca	20 per ct.
Tar, pine	Free.
Tar and Pitch, coal	10 per ct.
Tea, black	2c. per lb. and 10 per ct.
Tea, green and Japan	3c. per lb. and 10 per ct.
Tea, when purchased in the U. S., additional	10 per ct.
Teasels	Free.
Tents and Awnings	25 per ct.
Terra Japonica	Free.
Thread, Cotton, sewing, on spools	20 per ct.
Thread, Cotton, sewing, in hanks	12½ per ct.
Thimbles of all kinds	20 per ct.
Ticking for Tents	2c. per sq. yard and 15 per ct.
Timber and Lumber, Planks and Boards, sawn, of Boxwood, Cherry, Walnut, Chestnut, Mahogany, Pitch-pine, Rosewood, Sandalwood, Spanish Cedar, Oak, Hickory and Whitewood, not shapen, planed, or otherwise manufactured	Free.
Timber and Lumber, not elsewhere specified	20 per ct.
Tin in Blocks, Pigs, Bars, Plates and Sheets	10 per ct.
Tin, all manufactures of, not elsewhere specified	25 per ct.
Tinman's Trimmings, to be classed as manufactures of tin, viz.: Spouts, handles, knobs and ornamental articles	25 per ct.
Tinware, stamped and Japanned ware	25 per ct.
Tin-plates, not specially shapen or cut from original sheets as manufactured	10 per ct.

Tobacco, manufactured, and Snuff	25c. per lb. and 12½ per ct.
Tobacco, unmanufactured for excise purposes under conditions of Act 31 Vic., cap. 51	Free.
Toilet and Tooth Powders, and other Perfumed Preparations for Mouth, Hair and Skin	30 per ct.
Tomatoes, in cans	30c. per bush.
Tomatoes, in cans	2 cents per lb.
Tools, Carpenters', Coopers', Cabinet-makers', and all other mechanics' tools, including files, edge tools of every description, axes, scythes, and saws of every description	30 per ct.
The term Tools is held to include mower and reaper knives and cutter bars; also awls of all kinds.	
Tooth and Toilet Powders, etc.	30 per ct.
Tortoise and other Shells	Free.
Travellers' Baggage, under regulations to be prescribed by Minister of Customs	Free.
Trees—Fruit, Shade, Lawn and Ornamental	20 per ct.
Tree nails	Free.
Trunks, Satchels, Valises and Carpet Bags	30 per ct.
Tubs, Pails, Churns, and other manufactures of wood, not elsewhere specified	25 per ct.
Turmeric	Free.
Turpentine, raw or crude	Free.
Turpentine (Spirits of)	20 per ct.
Turtles	Free.
Twines of all kinds not otherwise specified	25 per ct.
Type, for printing	30 per ct.
Type Metal	10 per ct.
Umbrellas, cotton	20 per ct.
Umbrellas, silk	30 per ct.
Union Collar Cloth, paper, in sheets not shapen	10 per ct.
Valentines, Christmas and New Years' Chromos or Embossed Cards, and all others not being Business or Advertising Cards	25 per ct.
Valises, Trunks, Satchels and Carpet Bags	30 per ct.
Varnish, black and bright, for ships' use	Free.
Varnish, not elsewhere specified	20c. per I. G. and 20 per ct.
Varnish, Shellac	\$1.90 per gal.
Varnish includes Lacquer and Japan spirit varnish.	
Vaseline, lubricating and such like oils, not to be classed as products of petroleum, but as unenumerated	20 per ct.
Vegetables, Potatoes	10 cts. per bush.
Vegetables, Sweet Potatoes	20 per ct.
Vegetables, Tomatoes	30 cts. per bush.
Vegetables, Tomatoes, in cans	2 cts. per lb.
Vegetables, all other	20 per ct.
Vegetable Fibres, natural, not produced by any chemical process	Free.
Velvet, Silk	30 per ct.
Velvet, Cotton	20 per ct.
Veneers of Wood and Ivory, sawn or split only, not to include scale boards for cheese	Free.
Verdigris or Sub-acetate of Copper, dry	Free.
Vinegar	12 cts. per I. G.
Vitriol, Blue	Free.
Vises	30 per ct.
Waggons	30 per ct.
Wall Paper	30 per ct.
Walking Sticks	25 per ct.
Washers, Bolts and Rivets, iron	30 per ct.
Waste, Cotton, Linen, Jute, Hemp and Paper of all kinds, fit only for manufacture of paper	Free.
Watches, Watch Cases, and Material	25 per ct.
Watch Actions or Movements	20 per ct.
Water-pipes, of cast-iron	25 per ct.
Whale-bone, unmanufactured	Free.
Whale Oil, in casks from on shipboard, and in the condition in which it was first landed	Free.
Wheat	15 cts. per bush.
Wheels, Wood Spokes, Hubs and Felloes, finished	25 per ct.
Wheels, if put up	30 per ct.
Wheelbarrows and like articles	30 per ct.
Whips	25 per ct.
Whip-gut or Cat-gut, unmanufactured	Free.
Whiskey (see "Spirits")	\$1.32½ per I. G.
White Lead and Red Lead, dry	5 per ct.
Whiting or Whiting	Free.
Wigan Stout	20 per ct.
Willow, for basket-makers	Free.
Willow-work—Osier or Willow-work—lined or unlined, furnished or unfurnished	25 per ct.
Window Blinds, painted	30 per ct.
Woven, Checked and Striped Cottons to be rated at 2c. per sq. yard and	15 per ct.
The same, if part wool	7½c. per lb. and 20 per ct.
Plain or Fancy Union, or all wool, usually invoiced as "Costume Cloth," but which are really Flannels or Tweeds, to be rated at 7½c. per lb. and 20 per ct.	
Winceys—All previous circulars issued by the Department prior to 18th September, 1879, regarding "Winceys," were cancelled, and in future the word "Wincey" is not to be accepted as an indication of the true material of which the goods are made.	
Wines of all kinds, except Sparkling Wines, including Ginger, Orange, Lemon, Strawberry, Raspberry, Elder and Currant, containing 26 per ct. or less of spirit, of strength of proof by Sykes' Hydrometer, imported in wood or bottles (6 quarts or 12 pints to I. G.)	25 cts. per I. G.
And for each degree of strength of spirit in excess of 26 per ct. until it reaches 40 per cent.	3c. per I. G. for each degree.
And in addition thereto	30 per ct.
All liquors imported under the name of Wines, and containing more than 40 per cent. of spirit of the strength of proof by Sykes' Hydrometer, shall be rated as unenumerated spirits.	
Champagne and all other sparkling wines, in bottles containing each not more than one quart and more than one pint	\$3 per doz. btl.
Champagne, containing not more than 1 pint and more than ½ pint	\$1.50 per doz. btl.
Champagne, containing not more than ½ pint	75c. per doz. btl.

Wines, bottles containing more than 1 quart each shall pay, in addition to \$3 per dozen bottles, at the rate of \$1.50 per Imperial Gallon on the quantity in excess of one quart per bottle, and in addition to the above specific duties an ad valorem duty shall be added of	30 per ct.
The quarts and pints in each case being old wine measure.	
Wire, Iron and Steel, tinned and coppered, galvanised or not	15 per ct.
Wire, Iron, manufactures of, not elsewhere specified	25 per ct.
Wire, Brass and Copper	10 per ct.
Wire Cloth, Brass and Copper	20 per ct.
Wire Rigging, for ships and vessels	Free.
Wirework, ornamental, Iron, Semaphore and Fence wire	25 per ct.
Wood, Lumber and Timber, not elsewhere specified, to include lumber and timber of the kinds otherwise free, when cut to special lengths—i.e., less than the ordinary commercial lengths	20 per ct.
Wood Manufactures, Osier or Willow work, lined or unlined, furnished or unfurnished, so considered	25 per ct.
Wood, Logs, and round and unmanufactured timber, not elsewhere specified	Free.
Wooden-ware, Pails, Tubs, Churns, Brooms, Brushes, and other manufactures of wood not elsewhere specified	25 per ct.
Wooden-work, Hubs, Spokes, Felloes and parts of wheels, rough, hewn or sawn only	15 per ct.
Wool, unmanufactured, hair of Alpaca goat and other like animals, not elsewhere specified	Free.
Wool and Woollens, manufactured, composed wholly or in part of Wool, Worsted, hair of Alpaca goat or other like animals, viz.: Shawls, Blankets and Flannels of every description, Cloths, Doeskins, Cassimeres, Tweeds, Coatings, Overcoatings, Cloakings, Felt Cloth of every description not elsewhere specified, Horse-collar Cloth, Yarn, Knitting Yarn, Fingering Yarn, Worsted Yarn under No. 30, Knitted Goods, viz.: Shirts, Drawers and Hosiery of every description	7½c. per lb. and 20 per ct.
Wool and Woollens—Clothing, ready-made, Wearing Apparel of every description, including Cloth Caps, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, made up or manufactured wholly or in part by the tailor, seamstress, or the manufacturer, except knitted goods	10c. per lb. and 25 per ct.
Wool and Woollens—All manufactures of, composed wholly or in part of wool, worsted, hair of Alpaca goat or other like animals, not otherwise provided for	20 per ct.
Wool, Class One, viz.: Leicester, Cotswold, Lincolnshire, Down Combing Wools, or wools known as Lustre Wools, and other like combing wools such as are grown in Canada	3 cents per lb.
Wool unmanufactured, hair of the Alpaca goat and other like animals, not elsewhere specified	Free.
Wool Manufactures not otherwise provided for—Orleans, Alpacas, Lustres, Cobourgs, Baratheas, Balmoral Crapes, Persian Cords, Russell Cords, Twills, Moreens, Faramattas (not silk warp), Henriettas, Figured Alpacas, Debaiges, Muslin Delaines, French Delaines and French Merinos, Cashmeres, Cloth Table Covers, Piano Covers, Victoria Table Covers, Bullion Fringe, Fancy Wool Fringe, Mohair Braid, Llama Braid, Russian Braid, Black Indiana Shawls, Paisley Shawls, unless the largest component part be silk, Bunting, and all kinds of Bradford Dress Goods	20 per ct.
Woollen, Hosiery, held to comprise men's, women's and children's Lambs-wool, Cashmere and Merino Shirts and Drawers, Wool Scarfs, Mufflers, Cravats, Cloaks, Handkerchiefs, Collarettes, Cardigan Jackets, Polkas, Knitted Shawls, Nests, "Cross-overs," Chest Protectors, Knitted Mantles, Petticoats, Wool Mitts, Cuffs, Gaiters, Boots and Booties	7½ cents per lb. and 20 per ct.
Woollen Rags	Free.
Woollen and Cotton Netting, for Boots, Shoes and Gloves	10 per ct.
Woollen Imitation Seal Skin	7½ cents per lb. and 20 per ct.
Worsted Plush, for upholstering purposes	20 per ct.
Wrought Iron Forgings and parts of, for mills and locomotives, 25 lbs. and over	20 per ct.
Yarns, Knitting Cotton, not bleached, dyed or colored	2c. per lb. and 15 per ct.
Yarns, Hosiery, Cotton, not bleached, dyed or colored	2c. per lb. and 15 per ct.
Yarns, Cotton, all other under No. 40 not bleached, dyed or colored	2c. per lb. and 15 per ct.
Yarns, Cotton, knitting, hosiery and all others, if bleached, dyed or colored	3c. per lb. and 15 per ct.
Yarns, Wool	7½c. per lb. and 20 per ct.
Yarns, Wool, Knitting	7½c. per lb. and 20 per ct.
Yarns, Wool, Fingering	7½c. per lb. and 20 per ct.
Yarns, Worsted, under No. 30	7½c. per lb. and 20 per ct.
Yarns, Coir	Free.
Yellow Metal, in Bolts, Bars, and for sheathing	Free.
Zinc, in pigs, blocks and sheets	10 per ct.
Zinc, seamless drawn tubing	10 per ct.
Zinc, manufactures of, not elsewhere specified	25 per ct.
The following articles shall be prohibited to be imported, under a penalty of two hundred dollars, together with the forfeiture of the parcel or package of goods in which the same may be found, viz.:—Books, Printed Papers, Drawings, Paintings, Prints, Photographs, or representations of any kind of a treasonable or seditious, or of an immoral or indecent character.	
Coin, base or counterfeit.	

EXPORT DUTIES.

Shingle Bolts, per cord of 128 cubic feet	\$1 00
Spruce Logs, per M. feet	1 00
Pine Logs, "	1 00

LEGAL AND JUDICIARY.

SUPREME COURT OF THE DOMINION AND COURT OF EXCHEQUER.

The Supreme Court, as a High Court of Appeal, constituted by Dominion Statute, 38 Vic., cap. 2, assented to 8th April, 1875, is composed of a Chief Justice and five Puisne Judges, and has appellate civil and criminal jurisdiction within and throughout the Dominion of Canada. The Judges reside at Ottawa, where the Supreme Court holds annually three Sessions, the first beginning on the third Tuesday in February; the second on the first Tuesday in May; and the third on the fourth Tuesday in October. The Exchequer Court, presided over by the same Judges, possesses concurrent original jurisdiction in the Dominion in all cases in which it is sought to enforce any law relating to the revenue, and exclusive original jurisdiction in all cases in which demand is made or relief sought in respect of a suit or action of the Court of Exchequer on its revenue side against the Crown, or any officer of the Crown.

Hon. William Johnston Ritchie, Chief Justice.
Hon. Samuel Henry Strong, Puisne Judge.
Hon. Telesphore Fournier, Puisne Judge.
Hon. William Alexander Henry, Puisne Judge.
Hon. Henri Elzéar Taschereau, Puisne Judge.
Hon. John Wellington Gwynne, Puisne Judge.
R. Cassels, jun., Registrar.

COURTS OF LAW AND EQUITY OF ONTARIO.

COURT OF APPEAL.—Constituted for the hearing of appeals in civil cases from the Courts of Queen's Bench, Chancery and Common Pleas; and appeals in criminal cases from the Courts of Queen's Bench, Common Pleas, and County and Insolvent Courts. From the judgment of this Court, an appeal lies at the option of litigants, either to the Supreme Court of the Dominion, or to Her Majesty in Privy Council, in cases over £1,000, or where annual rent fee, or future rights of any amount, are affected, the judgment in either case being final. The Judges of this Court, in addition to their appellate duties proper, take part in presiding over Courts of Assize and Nisi Prius, and of Oyer and Terminer and General Jail Delivery, and holding Chancery Sittings, and may be placed on the rota for the trial of Election petitions with the Judges of the Superior Courts of Law and Equity, who, as *ex officio* Judges of this Court, choose from their number a Judge or Judges to sit in appeal in case of there being a vacancy in this Court, or if, from illness or some other cause, one of the Judges of the Court is unable to be present, or is under any legal disqualification to hear an appeal. *Chief Justice in Appeal*—Hon. Thomas Moss. *Judges*—Hon. G. W. Burton, Hon. Christopher S. Patterson, and Hon. Joseph C. Morrison.

COURT OF QUEEN'S BENCH.—The jurisdiction of this Court extends to all manner of actions, causes and suits, criminal and civil, real, personal and mixed, within Ontario, and it may proceed in such by such process and course as are provided by law, and as shall tend with justice and despatch to determine the same; and may hear and determine all issues of law, and also with the inquest of twelve good and lawful men (except in cases otherwise provided for) try all issues of fact, and give judgment, and award execution thereon, and also in matters which relate to the Queen's Revenue (including the condemnation of contraband or smuggled goods) as may be done by Her Majesty's Superior Courts of Law in England. *Chief Justice*—Hon. J. H. Hagarty, D.C.L. *Puisne Judges*—Hon. M. C. Cameron and Hon. J. D. Armour.

COURT OF COMMON PLEAS.—This Court has the same powers and jurisdiction as a Court of Record as the Court of Queen's Bench. Writs of summons and *capias* issue alternately from either Court. *Chief Justice*—Hon. Adam Wilson. *Puisne Judges*—Hon. T. Galt and Hon. F. Osler.

COURT OF CHANCERY.—This Court has the like jurisdiction as the Court of Chancery in England, in cases of fraud, accident, trusts, executors, administrators, co-partnerships, account, mortgages, awards, dower, infants, idiots, lunatics and their estates, waste, specific performance, discovery, and to prevent multiplicity of suits, staying proceedings at law prosecuted against equity and good conscience, and may decree the issue, repeal, or avoidance, of letters patent, and generally the like powers which the Court of Chancery in England possesses to administer justice in all cases in which there is no adequate remedy at law. Issues of fact depending in the Superior Courts of Law for trial without a jury, may be entered for trial at any sitting of this Court held for the hearing of causes at the county town where the venue is laid. *Chancellor*—Hon. John G. Spragge. *Vice-Chancellors*—Hon. Samuel Hume Blake and Hon. Wm. Proudfoot.

MARITIME COURT OF ONTARIO.—Constituted by Dominion Statute, 40 Vic., cap. 21, as a Superior Court of Maritime Jurisdiction. Is composed of one Judge for the whole Province; and Surrogate Judges for certain localities, appointed by the Governor in Council, are invested with such powers as may be conferred on them by their commission. The Maritime Court is a Superior Court of Record, having, with some exceptions mentioned in the Act, the like rights and remedies in all matters, including cases of Contract and Tort, and proceedings *in rem* and *in personam*, arising out of or connected with navigation, shipping, trade or commerce, on any river, lake, canal, or inland water, of which the whole or part is in the Province of Ontario, as any existing Vice-Admiralty Court would have if its process extended to the Province of Ontario. The sittings of the Court and in Chambers are fixed and regulated by the Judge and Surrogate

Judges at such times as they shall think fit and necessary for the due administration of justice. *Judge for the whole Province*—Hon. Kenneth Mackenzie.

HEIR AND DEVISEE COURT.—Commissioners, the Judges of the Superior Courts, and such other persons as may be appointed by commission under the Great Seal. Their duties are to determine claims to lands in Upper Canada, for which no patent has issued from the Crown in favor of the proper claimants, whether as heirs, devisees or assignees. Sittings at Toronto, first Monday in January and July in each year.

COURTS FOR THE TRIAL OF CONTESTED ELECTIONS.—The nature of these Courts is sufficiently indicated in their title. In respect to elections for the House of Commons of Canada, the Superior Courts, by one of their Judges appointed in that behalf, are invested with special jurisdiction for the trial of contested elections, and appeals lie to the Supreme Court at Ottawa. In respect to elections for the Local Legislature of Ontario, the Judges of the Court of Appeal and of the Superior Courts of Law and Equity meet annually in Michaelmas Term, and severally select, by a majority of votes, a Judge of their respective Courts to be placed on the rota for the trial of election petitions. In the case of death or illness of a Judge so chosen, the Court of which he is a member meet and elect another Judge. Trials involving corrupt practices are presided over by two Judges, otherwise a single Judge presides, and an appeal lies to the Court of Appeal of the Province.

COUNTY COURTS.—Presided over by a resident Judge in each county, assisted in some counties by a Deputy or Junior Judge. Their jurisdiction extends to all personal actions where the debt or damages claimed do not exceed \$200; and to all suits relating to debt, covenant or contract, where the amount is ascertained by the acts of the parties or signature of the defendant, to \$400, and to all bail bonds and recognizances of bail given in the County Court, to any amount; but not to cases involving the title to lands, validity of wills, or actions for libel, slander, *crim. con.*, or seduction. An appeal lies to the Court of Appeal for Ontario.

COUNTY JUDGE'S CRIMINAL COURTS are held, in cases where persons committed to jail for trial voluntarily elect to be tried summarily by a Judge of the County Court without jury.

COURTS OF REVISION are also held by the County Court Judges, and are in the nature of Courts of Appeal from the original Municipal Courts of Revision. They also hold

SURROGATE COURTS with jurisdiction in testamentary matters, subject to appeal to the Court of Chancery.

DIVISION COURTS.—For the summary disposal of cases by the presiding Judge, being the County Judge or his Deputy, or any Barrister appointed to hold the same; but a jury of five persons may be demanded in certain cases. Their jurisdiction extends to actions of debt or contract amounting to \$200, and actions in tort, and personal actions, where the amount does not exceed \$40, but not to actions for gambling debts, liquors drunk in a tavern, or notes of hand given therefor, ejectment, title to land, &c., or any toll, custom or franchise, will or settlement, malicious prosecution, libel, slander, *crim. con.*, seduction or breach of promise, or actions against a J. P. for anything done by him in the execution of his office, if he objects to it. Each Judicial District is divided into Court Divisions, and Courts are held once in two months in each Division, or oftener at the discretion of the Judge. The Divisions are established by the Courts of General Sessions, and in certain cases by the Judges.

BOARD OF COUNTY JUDGES.

Chairman—J. R. Gowan, Simcoe.

S. J. Jones.....Brant.
D. J. Hughes.....Elgin.
Jas. Daniell.....Prescott and Russell.
A. Macdonald.....Wellington.

COUNTY COURT JUDGES.

Algoma (Dist.).....Hon. Walter McRae.
Brant.....S. J. Jones.
Bruce.....J. J. Kingsmill.
Carleton.....Wm. Aird Ross.
Elgin.....Robert Lyon.
Essex.....D. J. Hughes.
Frontenac.....G. W. Leggat.
Grey.....C. V. Price.
Haldimand.....Henry Macpherson.
Haliburton.....J. G. Stevenson.
Hastings.....S. S. Peek, Stip. Mag.
Huron.....Thomas Miller.
Kent.....Hon. George Sherwood.
Lambton.....T. A. Lazier.
Leeds and Grenville.....W. R. Squier.
Lennox and Addington.....I. F. Toms.
Lincoln.....Arch. Bell.
.....Charles Robinson.
.....W. S. Senkler.
.....H. S. Macdonald.
.....W. H. Wilkison.
.....E. J. Senkler.

Middlesex.....Wm. Elliott.
Muskoka (Dist.).....J. F. Davis.
Nipissing (Dist.).....C. W. Lount, Stip. Mag.
Norfolk.....John Doran, Stip. Mag.
Northumberland and Durham.....T. B. Macmahon.
Ontario.....G. M. Boswell.
Oxford.....G. M. Clark.
Parry Sound (Dist.).....Z. Burnham.
Peel.....G. H. Dartnell.
Perth.....D. S. McQueen.
Peterboro'.....P. McCurry, Stip. Mag.
Prescott and Russell.....A. F. Scott.
Prince Edward.....D. H. Lizars.
Renfrew.....R. Dennistoun.
Simcoe.....Jas. Daniell.
Stormont, Dundas and Glengarry.....R. P. Jellett.
Thunder Bay (Dist.).....John Deacon.
Victoria.....Jas. R. Gowan.
Waterloo.....J. A. Ardagh.
Welland.....J. F. Pringle.
Wellington.....R. Laird, Stip. Mag.
Wentworth.....W. W. Dean.
York.....Wm. Millar.
.....A. Lacourse.
.....R. McDonald.
.....A. McDonald.
.....A. C. Chadwick.
.....J. S. Sinclair.
.....Kenneth Mackenzie.
.....John Boyd.

SUMMARY OF THE COLLECTION LAWS.

ONTARIO.

ARREST.—A *Capias ad Res.* will be issued out of a Superior or County Court on affidavit showing a cause of action or damages for \$100 or upwards, and that defendant is about to abscond, etc. A *Capias Sat.* issues after judgment without Judge's order, if proceedings had been instituted by *Ca. Re.*; otherwise must issue on similar grounds. If judgment debtor refuses to be examined as to assets, or on examination discloses fraudulent disposition of property, he may be imprisoned one year.

ATTACHMENT.—Issues from Division Court on claims for debt or damages from \$4 to \$200, or where debtor absconds from Ontario, leaving personal property liable to execution, or attempts to remove same from one county to another, or keeps concealed to avoid service of process, with intent to defraud. In Superior or County Courts, real as well as personal effects are covered by attachment. Affidavits of creditor and two other credible persons required, showing that defendant absconded with intent to defraud.

BILLS AND NOTES.—(See "Stamp Duties.") Notices of protest or dishonor are sufficiently given if addressed to parties liable, at place where instrument is dated, though not their place of residence, unless another place is designated under signature.

BILLS OF SALE AND CHATTEL MORTGAGES.—Sales and mortgages of personally unaccompanied by an actual, immediate and continued change of possession, are void against creditors of vendor or mortgagor, and subsequent purchasers or mortgagees in good faith for value, unless the written instrument of sale or mortgage, or a true copy thereof, be filed with the County Court Clerk of the county where vendor or mortgagor resides; or if not resident, then where the goods were at time of contract, accompanied with affidavit of vendee or mortgagee showing good faith of transaction. And such mortgage must be renewed within one year from date of filing, otherwise it will cease to be valid as against creditors of the mortgagor, and against subsequent purchasers and mortgagees in good faith for valuable consideration.

EVIDENCE.—All parties can testify; no exception made as to husband and wife (except in criminal cases); but in suits by or against personal representatives, the evidence of either party as to matters occurring prior to death of party represented, must be corroborated by other material evidence.

EXECUTION.—Issues on judgment by default after eight days from last day for appearance to writ, in case of debt, or otherwise amount must be assessed by the Court. Judgment on verdict cannot be entered in the Superior Courts until the fifth day of ensuing term; in the County Court, may be entered on third day of term, provided no motion for new trial has been made, and execution may issue forthwith on entry of judgment. In Division Court, execution usually issues on the expiry of 15 days after hearing. In all cases, however, after verdict, Court may grant immediate execution on fraud being shown on part of defendant. Executions may issue concurrently against goods and lands of debtor. Since the repeal of the Insolvency Law by the Dominion Parliament (session of 1880), the Ontario Legislature passed an Act to abolish priority amongst execution creditors, whereby all creditors obtaining executions against a debtor within a certain time are entitled to rank *pro rata* upon the estate of such debtor.

EXEMPTION.—The bed, bedding and bedsteads in ordinary use necessary and ordinary wearing apparel of debtor and his family, one stove and pipes, one crane and appendages, one pair of andirons, one set of cooking utensils, one pair of tongs and shovel, one table, six chairs, six knives, six forks, six plates, six teacups, six saucers, one sugar basin, one milk jug, one teapot, six spoons, all spinning wheels and weaving looms in domestic use, ten volumes of books, one axe, one saw, one gun, six traps, and such fishing tackle and seines as are in common use, all necessary fuel, meat, fish, flour, and vegetables actually for use, sufficient for thirty days and not exceeding \$40 in value; one cow, four sheep, two hogs, and food therefor for thirty days; tools and implements or chattels usually in the debtor's occupation to value of \$60. No article exempt from seizure for debt contracted on account of identical article.

GARNISHMENT OF DEBTS.—In Division Court plaintiff may (except in suit for damages) garnish debts due or accruing due to the defendant at commencement of suit, or at any time after judgment entered; and judgment debtor may be ordered to pay certain sums monthly in satisfaction of judgment. In Superior and County Courts orders to garnish debts are granted after judgment obtained. Debts due mechanics, workmen, servants or employees, in respect of wages, if under \$25, are exempt from garnishment; if in excess of \$25, only such excess can be garnished, unless the debt was contracted previous to the 1st of October, 1874, in which case the conditional exemption does not apply.

HOMESTEADS.—In the free-grant districts 200 acres may be granted by the Crown to actual settlers over 18 years old, which grants are absolutely exempt from seizure before issue of patent. After issue, as long as any interest in the land is owned by settler, his widow or heirs, it is exempt during twenty years from date of location, unless for debt secured by a valid mortgage, made subsequent to such issue.

INTEREST.—Parties may agree as to rate. Banks and insurance companies are limited to certain rates. In absence of agreement the legal rate is six per cent.

LIEN.—Judgment is no lien, but creditor, upon depositing with the sheriff writs of *fi. fa.* against defendant's goods and lands, binds such property from delivery. These writs may issue simultaneously, but debt must be levied against the goods before proceeding on the lands. Mechanics, contractors, or parties supplying work, machinery or material for the erection, repairing or altering of any building, erection or mine, shall have a "Mechanic's Lien" thereon until the claim for such work or service is paid, which, to be valid, must be registered at the County Registry Office within thirty days; and every such lien attaches to the estate, legal and equitable, of the owner of such building, erection or mine, as the case may be.

LIMITATION.—On simple contracts, debts, and money demands, six years. On contracts under seal, twenty years. No distinction made as to non-resident plaintiff. Part payment of principal or payment of interest will prevent the debt from being barred, and any acknowledgment in writing of the debt, or promise in writing to pay the same, will have the like effect. The acknowledgment, however, must be such as will justify the inference of a promise to pay, and such acknowledgment or promise must be signed by the debtor or his authorized agent.

MARRIED WOMEN.—Real and personal estate exempt from husband's debts. His possession of wife's personalty does not render the same liable for his debts. A married woman may purchase stocks, deposit money in banks in her own name, give receipts therefor, sue for, and be used on account of her own property in her own name, as if she were *femme sole*. Husband is not liable for debts of wife, regarding her separate employment.

NOTARY.—Appointed by Lieut.-Governor. He draws, passes, and issues deeds, contracts, &c., &c., and attests all commercial instruments for public protestation. All foreign bills and notes must be attested by a notary. Inland bills and notes do not necessarily require protest, yet protest is always advisable, as the prosecution of the protest is *prima facie* evidence of allegations therein contained.

SECURITY FOR COSTS.—A non-resident plaintiff must give security for costs of suit if application therefor be made by the defendant, unless such plaintiff has real estate within the Province available to satisfy such costs.

QUEBEC.

ARREST.—For fraudulent departure from Canada, or sequestration of property, past or intended, with intent to defraud. No arrest for debt under \$40.00. No arrest for foreign debt. England held to be a foreign country.

ATTACHMENT.—Can issue for any debt over \$5.00 on the same grounds as arrest for debts over \$40.00.

ATTORNEY.—Has no legal power, without special consent, to receive money and discharge debtor. If moneys be not paid over, his receipt is no bar to execution to collect, unless such special consent be given him by creditor.

ASSIGNEES IN INSOLVENCY are subject to the summary jurisdiction of the Court. They are appointed by the Governor, and enter security for each insolvent estate.

COURTS.—(1.) *Circuit Court.*—Jurisdiction up to \$200.00; cases over \$100.00 appealable. In the Cities of Quebec and Montreal, cases over \$100.00 are cases in the Superior Court. (2.) *Superior Court.*—Original jurisdiction over all cases and complaints not cognizable by the Circuit Court, except those of purely Admiralty jurisdiction. (3.) *Court of Review.*—An intermediate appeal, by rehearing, before three Judges of the Superior Court, from the decisions of one Judge of the same Court, of appealable cases from Circuit Court. Deposit required for costs, from Circuit Court, \$20.00; from Superior Court, \$40.00. (4.) *Court of Queen's Bench.* is composed of five Judges, and was formerly the final Court of Appeal, except in cases of £500 sterling and upwards, which might be further appealed to Her Majesty's Privy Council. By the late establishment of (5.) *The Supreme Court* at Ottawa, that is now the final Court of Appeal in this Province, except in certain specified cases, which are still appealable to the Privy Council in England.

Costs of every kind are taxable by tariff duly revised by the authorities.

EVIDENCE.—The rules of the commercial laws of England, as they existed when the statute introducing them was passed.

EXECUTION. issues fifteen days after judgment. It may issue at once, upon affidavit showing intended fraud or removal.

EXEMPTION.—Six of the usual articles used in the debtor's household, together with clothing, bed and bedding of his family. Also, fuel and food for his family for thirty days; one cow, four sheep, two pigs, fifteen hives of bees, and all tools ordinarily used in his trade.

INTEREST.—Legal rate, where no special agreement is made, six per cent.; any stipulated amount can be collected; on accounts, it accrues only from date of suit; on notes, from maturity. Banks are limited to certain rates.

LIMITATION.—Five years from date of maturity, for notes and bills; also, for professional services, disbursements and sales of movable effects; two years for work, labor, wages of workmen (not domestics), damages for offences, or quasi offences in commercial cases, tuition and lodging; one year for hotel or boarding-house charges, libel, etc.

NON-RESIDENTS.—Any non-resident must enter security for costs by two sureties; or a money deposit—in the Circuit Court, \$500; in the Superior Court, \$100; also, there must be filed a Power of Attorney to the advocates, to sue.

NOTARY PUBLIC.—Draws and signs deeds, of which certified copies make authentic evidence—he retaining the originals. Upon his death, his heirs-at-law are bound to deposit them in Court, where copies or extracts may be obtained.

STAY OF EXECUTION.—On deposit of costs, as above, execution may be stayed eight days for *Review*; and after final judgment in *Review*, one year, to appeal from such final judgment.

NEW BRUNSWICK.

ARREST.—In Supreme Court and County Courts arrest may be made on affidavit of cause of action for \$20 or over, but when the cause of action is simply a claim, a Judge's order must be obtained. The debtor may at any time apply for examination, and if he has no property, claim his discharge. Unmarried women may also be arrested as above, in above Courts, but no female can be arrested in any other Court. Arrest for debt can be effected in the City Court of St. John, and Portland Civil Court, on affidavit of debt to the extent of \$80. Defendant may also be arrested on entering of judgment, and held for fifty days, with above exception as to no property.

ATTACHMENT.—All real and personal property liable to execution may be attached, under certain conditions, and held as security to satisfy anticipated judgments in pending suits.

BILLS AND NOTES.—Three days' grace allowed. Acceptances must be in writing. All parties (to be held) must be notified the same or following day, of the dishonor of a bill or note, by mail or personal service.

EXECUTIONS.—Final judgment may be signed and execution issued twenty days after verdict. When no appearance is entered to a writ, judgment may be signed and execution issue in forty days for ordinary debt, and thirty in case of a note or bill of exchange. The above refers to Supreme Court. In County Courts, the time for signing judgment and issuing execution is reduced by ten days in each case.

EXEMPTIONS.—The tools, implements, and instruments of debtor's trade, occupation, or profession, together with bedding, furniture, household utensils, clothing, &c., in actual necessary use by his family; also food and a few other articles similar to those exempt in the other Provinces.

GARNISHEE.—Twenty dollars for wages, &c., is exempt from garnishee. With that exception, any amount due defendant from a third party may be attached by garnishee, subsequent to judgment being signed, or even previous thereto, if suit is instituted.

INTEREST.—Legal rate, six per cent. Any rate is allowable, by special agreement.

LIMITATION.—For all debts and claims for the same, six years. A payment, on account, revives claim. Any renewal, without such payment, must be made in writing.

MORTGAGES.—Chattel mortgages are not valid as against creditor of mortgagors, or subsequent innocent purchasers, unless filed in County Registrar's office. Mortgages on real estate must be duly signed, sealed, and delivered in presence of witness, and registered with County Registrar. Recovery can be made on bonds or covenants therein, either by ordinary action-at-law, foreclosure, or sale.

MARRIED WOMEN.—All property, real or personal, of a married woman shall remain absolutely vested in her, and not be liable for her husband's debts, provided it has not been received from her husband since their marriage, the husband however being obliged to join the wife in any conveyance of the same, as the wife joins the husband in bar of dower. Any woman deserted or abandoned by her husband has the same rights as to engaging in business, suing, being sued, etc., etc., as if she were unmarried.

REPLEVIN.—Bonds must be given for twice the value of articles in dispute, pending decision of court as to real ownership.

STATUTE OF FRAUDS.—No person shall be chargeable with the debt, default, or miscarriage of another, even on a special promise to answer for the same, unless such promise shall have been made in writing and signed by the party so promising, or by some one on his behalf, duly authorized so to do.

WILLS, &c.—Wills require two witnesses—deeds, and mortgages, one. In the case of wills, they must sign at request of testator, and in his presence, as well as in the presence of each other—all of which must be stated above their signatures, to make the document valid.

NOVA SCOTIA.

ARREST.—Actions on arrest lie, in Magistrates' Courts, in debt only, and no female can be arrested in this Court. The debt must be at least \$4, and plaintiff must make affidavit that he verily believes defendant is about to leave the Province, and that unless a *capias* be issued the debt will be lost. In the County Court a *capias* can be similarly obtained on any debt between \$20 and \$400; and in the Supreme Court on any sum over \$80. Prisoners confined under the "Insolvent Debtors' Act," may be released on making a formal assignment to judgment creditor of all his property except the usual exemptions.

ATTACHMENT.—If a debtor has left the Province, and the debt amounts to \$20 or upwards, a Writ of Attachment may be issued against his goods and lands; and where a creditor has reason to believe that any person is a trustee for such debtor, having property of said debtor in his possession or control, such supposed trustee may be summoned and examined, the trust funds, if any, being bound from date of service of such summons.

CHattel MORTGAGES.—May be given in the first instance to secure *bona fide* debt, but may be made to include any future advances; and are not valid against judgment creditors of mortgagor, or innocent purchasers, for value, unless registered with the Registrar of Deeds for County or District.

COURTS.—One Magistrate has jurisdiction, in debt, up to \$20; two, to \$80; the Stipendiary having same as two ordinary magistrates. County Court has jurisdiction in matters of debt, from \$20 to \$400; and the Supreme Court from \$80 upwards. Non-residents may be obliged to give security for costs in either of the latter courts.

EXECUTION may issue immediately on entering judgment being entered, and may be renewed at any time within six years. Lands cannot be sold till judgment has been recorded twelve months, and the land advertised thirty days in the official *Gazette*, and twenty days by hand-bills.

EXEMPTIONS.—These are practically the same as in the foregoing Provinces, including tools and implements of trade or profession, wearing apparel, bedding, household utensils, of self and family, cow, etc., etc.

GARNISHEE.—This process can only be accomplished in Supreme or County Court, and then not in the case of absconding debtors.

INTEREST.—Legal rate, six per cent. Seven is allowable by special contract, when the security is real estate, and ten where it is personal property.

JUDGMENT.—A certificate of judgment may be obtained from the clerk or prothonotary of any Court wherein entered, and such certificate being recorded with the Registrar of Deeds where debtor owns land, binds the said land for twenty years from date of registry, and ranks as a mortgage.

LIMITATION.—On ordinary contracts, and arrears of dower, rent, or interest, six years from date of cause of action. Money secured by mortgage, judgment or lien upon lands or rent thereof, twenty years. Debtor must be within jurisdiction of Court when time commences to count. Payment on account of either principal or interest, or a promise in writing to renew the same, constitutes a renewal.

MARRIED WOMEN.—May own real estate, but cannot convey the same without consent of husband. All personal property owned by her previous to or acquired since marriage, becomes the absolute property of husband, unless in trust for her sole benefit.

REPLEVIN.—In case of goods or chattels wrongfully seized or detained, an action in Replevin lies, to which may also be added an action for damages. Action in Replevin must be instituted by affidavit of right of possession or ownership, and accompanied by a bond of double the value of the goods in dispute, as a guarantee for costs.

Historical Sketch of the County of Grey.

GEOGRAPHICAL POSITION AND EXTENT.

With a single possible exception, the County of Grey possesses a greater area of inhabited territory than any other of the forty-three counties of the Province of Ontario. Situated on the south shore of that great inland lake, the Georgian Bay, it is bounded east, west, and south by the Counties of Simcoe, Bruce, and Wellington, whose bounds form three sides of a square—the fourth side being extremely irregular, owing to the indentations of the waters which lave its northern shore.

It is composed of the Townships of Artemesia, Bentinck, Collingwood, Derby, Egremont, Euphrasia, Glenelg, Holland, Keppel, Melancthon, Normanby, Osprey, Proton, Sarawak, Sullivan, Sydenham, and St. Vincent, besides the Incorporated Towns of Owen Sound, Durham, and Meaford, the Incorporated Village of Shelburne, and the Police Village of Chatsworth.

It contains an area of 576,301 acres, or almost exactly 1,800 square miles. It is one-half the size the State of Connecticut, nearly as large as the whole of Delaware, and would make several States the size of Rhode Island.

TOPOGRAPHICAL AND GEOLOGICAL.

Of the six geological areas or divisions into which the Province of Ontario is classed, the County of Grey occupies the middle space between the third and fourth. We might mention that these six divisions consist of the (I.) Lower Ottawa, (II.) Northern Townships, (III.) Ontario, (IV.) Erie and Huron, (V.) Manitoulin, and (VI.) Upper Lakes. The names of these respective divisions is sufficient indication of their geographical position; and the third and fourth might be briefly described, as to their general characteristics, by saying that the first named consists of an essentially agricultural area, underlain by limestones, shales and other sedimentary rocks in comparatively undisturbed stratification; while the latter, which also comprises one of the most fertile agricultural sections on the North American Continent, is occupied throughout by comparatively undisturbed limestones and other Silurian and Devonian strata, with overlying Drift clays and sands, and more recent superficial deposits.

As before observed, the dividing line between these two areas passes through the county now under observation, the boundary, as a whole, running from the Niagara River, through Queenston, Thorold, Grimsby, Hamilton, Dundas, Georgetown, Orangeville, and the "Blue Mountains" of Northern Grey to Cabot's Head on Georgian Bay. The ridge which forms this boundary is known as the "Great Niagara Escarpment," formerly only so-called along that river, but the name gradually extending to apply to the whole ridge, or chain of mountains, so to speak, which forms a division between territories possessed of more widely differing topographical characteristics, even, than of geological. To the east the character of the surface is, as a rule, more broken and irregular; to the west more even and smooth; while along and in the neighborhood of the "Escarpment" the topography is fully as rough as almost any description designated as "mountainous" would indicate, at least in this Province, where mountains in the inhabited parts are the exception both in size and extent.

It thus happens that much of the topography of Grey is of the roughest character compared with that of the region to the west, although the south-western portion thereof, which comes fairly within the bounds of the Erie and Huron District, more nearly approaches the general description of the fourth geological division above mentioned; and, in fact, all through the county there are wide stretches of level land, the qualities of good and worthless in the soil being nearly identical with the areas of rough and smooth, and in great measure proportionate to the respective regularity or irregularity of the said areas.

The chief formations of the third district include (in ascending order) the Potsdam, Trenton, Utica, Hudson, Medina, and Clinton; those of the fourth the Niagara, Guelph, Onondaga, Lower Helderburg, Oriskany, Corniferous, Hamilton, and Portage-Chemung; both being overlaid by the Glacial and Post-Glacial formations, and Recent deposits. The principal exposures of the first named formations (east of the Escarpment) in Grey, so far as at present known, are the "Utica," in various sections of the "Blue Mountains" above mentioned (averaging 80 to 100 feet in thickness); the "Hudson," in numerous parts of the Townships of Collingwood, St. Vincent, and Keppel; and the "Clinton," in the cliffs in the vicinity of Owen Sound, and along the River Sydenham. Technically described, the Utica formation consists of dark-brown or black bituminous shales, which weather light grey, and yield by atmospheric disintegration a very fertile soil; the "Hudson" is essentially represented by greenish-grey and brown shaley sandstones of a total thickness of about 750 feet; and the "Clinton" is mostly comprised of green, red, and grey shales, highly ferruginous in places, with some interstratified dolomitic limestones, aggregating a thickness in the neighborhood of Georgian Bay of nearly 200 feet.

The only formations incident to the fourth district which show exposures within Grey County are the "Niagara," in Artemesia, and about Owen Sound; the "Guelph," on the Rocky Saugeen, in the Township of Bentinck; and the "Onondaga" or "Gypsiferous," near Aytou and Neustadt, in Normanby. It should be remarked that the "Niagara" formation, as shown in the fourth district, is made up of dark grey calcareous shales and thick-bedded limestones, both of which are more or less magnesian and bituminous; the "Guelph" formation consisting of white or light-colored dolomites of a peculiar semi-crystalline or granular texture, containing various fossils; and the "Gypsiferous," of thin bedded dolomites, of a yellowish or pale grey color,

associated with greenish calcareo-argillaceous shales, and with large masses or irregular beds of gypsum.

The only one of these of any economic value (so far as developed in the territory under discussion), comprises building stone of good but not superior quality, which is more or less used in different localities throughout the county.

The greater portion of the higher land throughout the county is covered by scattered evidences of the Glacial period, while the Post-Glacial and Recent deposits proper cover the whole, except in those few localities where the earlier formations develop exposures.

EARLY SETTLEMENT.

That epoch in the history of any locality which comes under the above head is necessarily one of paramount interest, and as such it is behoving that "accuracy should be the essence;" but unfortunately, in proportion as this much-to-be-desired quality seems necessary, the difficulty of supplying it seems to be increased,—and partly from the inverse application of the above suggestion, that it does not become sufficiently interesting to compile until it has passed to a stage which renders it difficult to obtain, from the fact that the "national" spirit of this "Canada of ours" has not yet sufficiently developed to render local histories an article of great demand. In the particular case under view, however, time is not yet so remote since the very first settlement as to leave that suggestive event, or at least the general features connected with it, in any very darkened mists. Particular names and particular dates are certainly as difficult to grasp in some cases as if connected with a past grown dim with age; but in our case it is more the general surroundings and accompaniments of the early settlement which we aim to present, than an account in detail of each particular new resident, or the relative or absolute dates of their respective settlement.

The first part of the present County of Grey ever surveyed was that portion of the Township of Melancthon known as the "Old Survey," consisting of four concessions on the east side of the township, bordering the Township of Mulmur, in the County of Simcoe. This was done as early as the year 1830, but no settlers came within the limits of the "Old Survey" for several years later; and to St. Vincent (then a part of Simcoe County) belongs the honor of the very first settlement within the limits of this county, which in its extent more than doubles the smallest of the United States.

The first actual settler in the county was Charles Rankin, now for many years of Owen Sound, a brother of Colonel Rankin, a long time the M.P. for the County of Essex. Mr. Rankin was a surveyor, and the major portion of what is now this county was surveyed by him. The first in order of date were the Townships of St. Vincent and Collingwood, both in the year 1833. In the spring of 1834, or possibly as early as the winter of 1833-4, this gentleman made a clearing on Lot 37, Concession 11., and planted some potatoes, which yielded a return of 300 bushels the ensuing autumn. The house he erected on this clearing was the first human habitation in the present limits of the County of Grey, and the above was the first crop planted within its bounds.

Mr. Rankin lived on the above lot till the latter part of 1836, when he changed his residence to York (Toronto)—returning to Grey, and settling permanently in Owen Sound (then Sydenham) in 1851. Both before and after his residence in St. Vincent he was engaged in surveying new townships for the Government, among them being (besides St. Vincent and Collingwood, as above-mentioned) Sydenham, Euphrasia, Artemesia, Osprey, Derby, part of Melancthon, Sullivan, and Proton, in the present County of Grey (though several of the above were formerly in Simcoe), besides a large number of townships in Simcoe and Bruce.

While speaking of the surveys, we might further mention that the names were given to the townships by the officials at the Crown Lands Office, before they were laid out, from a "skeleton" plan, and were generally called after some English celebrity, though their position, &c., sometimes lent to the result; for instance, Collingwood was originally called "Alta," from being at the time of its survey the supposed highest piece of land in Ontario; and St. Vincent was originally named "Zero," from its nearest supposed proximity to the land of frost.

We see it stated in some historical reminiscences that the "Old Survey" of the Township of Melancthon was settled a "very few years after" its survey, which was in 1830. We are assured by Mr. Rankin that as late as 1840, when Sydenham was first settled by Mr. Telfer, Melancthon had not a single resident, the nearest being a settler on the townline between Melancthon and Mono, but in the latter township: and further, that the earliest settlement subsequent to his own was also in St. Vincent, which came to be the home of quite a population—as population in the rural districts went in those days—previous to the time of the Rebellion; and in fact that, until some time subsequent to the Rebellion, St. Vincent and Collingwood were the only townships which had been settled at all. But in the matter of historical reminiscences, as in some other matters, "doctors disagree."

The second settler within the county was Captain Workman. He was a retired army officer, and was closely followed by one Waddell, an ex-quartermaster of the army. Both took large grants of lands as ex-officers, the former having 1000 acres. "Squire" Corley and his brother, John Londry, and one Beebe, also came in during the year 1834, Workman and Waddell having come in the early part of the season. The wives of Captain Workman and "Squire" Corley were the first white women ever resident in the county, arriving shortly after the first advent of their husbands, in the autumn of 1834.

The above-named were the only ones, so far as can be learned, who settled within the county up to 1835; but during that year quite a large addition was made to the population of St. Vincent, and quite a

large number also located in Collingwood, among the latter being Captain Moberley, a retired naval officer, through whose influence with Sir John Colborne, then Lieut.-Governor of the province, the name was changed to its present one, as was that of "Zero" to St. Vincent—both after distinguished naval commanders. Those two townships were originally laid out for the purpose of dividing up into grants to retired officers and "U. E. claims" not yet satisfied—i. e., to the children of U. E. Loyalists who had not yet been supplied with lands. They, therefore, had the advantage of being settled—in so far as the retired officers were concerned—by a class of men who had plenty of means; and as far as the U. E. settlers were concerned, they were generally the sons of loyalists who had many of them been born in the backwoods of Canada—by this time the older settled districts—and were familiar with the ways and requirements of "life in the bush;" and so it happened that those two obtained a start, both in respect to time and circumstance, which gave them an advantage they have ever since succeeded in retaining. By the year 1835 the settlement in St. Vincent was quite an extensive one, and by the time of the breaking out of the Rebellion each of these townships had sufficient population to send a number of volunteers to "the front."

But with the details of the development of the various sections of the county, it is probably better to deal briefly in the several local sketches, having now touched upon the original "early settlement" of the county as a whole: so we will turn our attention for a little while to its

MUNICIPAL HISTORY.

in which connection are associated the names of very many of the earlier residents of its various sections, many of whom, now passed away, still offer to the memory of us of to-day a connecting link between the immediate past (and even the present) and the days to which time and circumstance alike combine to add a more than passing interest, as being those of the "pioneer settlements."

We have seen above that there were considerable settlements in the north-east section of the county some time previous to the Rebellion, and also that that unfortunate event resulted in thoroughly estopping all further development till about the year 1840, or a short time subsequent thereto. As is well known, the municipal system of the country previous and for some years subsequent to that time, comprised a certain number of "districts," or *judicial* territorial divisions, everything pertaining to local public affairs being managed by what was called the "Quarter Sessions," a board of District Magistrates assembled periodically at the district seat or town where the Court for the said district was held. For the first few years of the north-eastern settlements, the territory, which was bounded on the west by the western limits of St. Vincent, Artemesia, &c., belonged to the district having York for its judicial headquarters. This was before the territory west of the line above mentioned had been acquired from the Indians. On the redistribution which took place preparatory to the Union of the Provinces in 1841 (the government having purchased a further surrender from the Indians, who were now crowded back to the "Northern Peninsula"), we see the first introduction of a municipal system, whereby "District Councillors" were elected, one (or more according to population) from each organized township or union of townships, who met at the district seat each year and performed the functions similar to those now discharged by both the County and Township Councils. Under this dispensation, which came into operation first in 1842, the territory now comprising the County of Grey was attached partly to the District of Waterloo, though most of this portion (the western) was entirely unorganized for a considerable length of time subsequent thereto.

The next radical municipal change occurred with the operation of "The Municipal Institutions Act of 1849," which came into force in 1850, and, with some slight modifications, forms our present municipal system. A very general redistribution of territorial divisions occurred under the provisions of this Act, by one of which the present County of Grey was formed *in prospectu*, that is, its metes and bounds were set off, and it was provided that it should be "proclaimed" a county as soon as certain requirements necessary for municipal organization were completed in the usual way, such as the organization of a certain number of townships, the erection of public buildings, &c., &c. This first named condition being filled during the second year of the operation of the Municipal Act, Grey became a "Provisional" County in 1852, as we see by the minutes of the first meeting of the Provisional Council, as below:

"SYDENHAM, 15th April, 1852.

"The first meeting of the Provisional Council of the County of Grey was held on the above date, at the house of Mr. James Coleman, in the Town of Sydenham, pursuant to a Proclamation from His Excellency the Right Honorable the Earl of Elgin and Kincardine.

"Thomas Lunn, Esquire, Reeve of the Township of Sydenham, having taken the chair, proceeded to read a warrant from George John Grange, Esquire, appointing him to preside at the first meeting of the said Provisional Council; and having done so, called upon the members present to nominate a Provisional Warden.

"Members present: Messrs. Lunn, Jackson, McNabb, Carney, Grey, Allen, Smith, Robertson, Beachell, Jones, and Fringle.

"Mr. McNabb moved, seconded by Mr. Smith, That George Jackson, Esq., be Provisional Warden of the Provisional County of Grey.

"—Lost.

"Moved by Mr. Carney, seconded by Mr. Allen, in amendment, That James Beachell be Provisional Warden.—Carried.

"Thos. Gordon, Clerk, *pro tem*. Thos. Lunn, Presiding Officer."

George James Gale was thereupon appointed first Clerk of the Provisional Council, and Thomas Gordon, Provisional Treasurer. Mr.

Gale received the appointment to the clerkship when Grey passed from a provisional to an independent county, and has ever since continued in the office. The other members of the first Provisional Council (not present at the above meeting) were Messrs. O'Monaghan and Purdy.

The second and last Provisional Council (1853), was composed of Messrs. Hugh Abercrombie, James Allen (Holland); James Beachell (Melancthon and Proton), who was also re-elected Warden; Adam Brown (Egremont), R. Carney (Sydenham); W. K. Flesher (Artemesia); —Fletcher (Collingwood); Sir James D. Hay (Osprey); S. A. Jones (Derby); Thomas Lunn (Sydenham); — McNabb, Thos. Pringle (Sullivan); Jesse T. Purdy (St. Vincent); Reah, Walker, and Wm. Watt (Normanby).

During this year the County Buildings were completed, and the county entered upon its independent municipal existence in 1854, the meeting being held at Coleman's Inn in the Village of Sydenham, Jan. 23rd, with the following gentlemen representing the several minor municipalities:—

Artemesia, W. K. Flesher; Bentinck, Geo. Jackson; Collingwood, Solomon B. Olmstead; Derby, Hugh Coulter; Egremont, James L. Doyle; Euphrasia, James Kerr; Glenelg, James McGirr; Holland, James Allen, Sr., and James Allen, Jr. (both claimed the seat—a committee of the Council decided in favor of the latter); Melancthon and Proton, James Beachell; Normanby, Thomas Lackey; Osprey, Sir James D. Hay, Bart.; St. Vincent, Jesse T. Purdy; Sullivan, Thomas Pringle; Sydenham, Richard Carney and Wm. McDonald.

Richard Carney was elected Warden for the above year, being therefore the first for the new county, it having previously existed only "provisionally."

The various County Councils for the succeeding years, up to the present time, have been as below. The first named in each case is the Reeve, and where more than one name occurs opposite a single municipality, those following are Deputy Reeves.

1855.—Artemesia, W. K. Flesher; Bentinck, George Jackson; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, J. L. Doyle; Euphrasia, James Kerr; Glenelg, James McGirr; Holland, George Deavitt; Melancthon and Proton, Wm. Airth and E. B. Grey—(both claimed the seat, Grey being sustained by the Council); Normanby, Thos. Lackey; Osprey, Edward Horton; St. Vincent, D. L. Layton; Sullivan, Thos. Pringle; Sydenham, Wm. McDonald, R. J. Campbell. *Warden, W. K. FLESHER.*

1856.—Artemesia, W. K. Flesher; Bentinck, J. Moodie, J. B. Davis; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, A. Swanstone; Euphrasia, James Kerr; Glenelg, Jas. McGirr; Holland, Geo. Deavitt; Melancthon and Proton, Thos. McKee; Normanby, Thos. Lackey; Osprey, Edward Horton; St. Vincent, Jas. Grier; Sullivan, Thos. Pringle; Sydenham, Wm. Miller, R. J. Campbell. *Warden, W. K. FLESHER.*

1857.—Artemesia, W. K. Flesher, A. Irwin; Bentinck, J. Moodie, J. B. Davis; Collingwood, W. Fleming; Derby, S. A. Jones; Egremont, Adam Brown, R. Morrison; Euphrasia, James Kerr; Glenelg, James McGirr, A. Black; Holland, George Deavitt, J. Fleming; Melancthon, Thos. McKee; Normanby, Henry McMahon, W. H. Ryan; Osprey, Thos. Gamey; Proton, E. B. Grey; St. Vincent, Jas. Grier; Sullivan, Thos. Pringle; Sydenham, R. J. Campbell, S. Cameron; Town of Owen Sound, Wm. Miller. *Warden, W. K. FLESHER.*

1858.—Artemesia, W. K. Flesher, Alex. Irwin; Bentinck, Geo. Jackson, Thos. Allan; Collingwood, Wm. White; Derby, Wm. Neelands; Egremont, Adam Brown; Euphrasia, Hugh Abercrombie; Glenelg, John Black, Neil McCannell; Holland, Geo. Deavitt, Joseph Byers; Melancthon, Elias B. Grey; Normanby, H. McMahon, David Winkler; Osprey, Thos. Gamey; Proton, Thos. McKee; St. Vincent, James Grier; Sullivan, Adam S. Elliott; Sydenham, Wm. Lang, Owen Sound, Alex. M. Stephens. *Warden, GEORGE JACKSON.*

1859.—Artemesia, W. K. Flesher, Alex. Irwin; Bentinck, George Jackson, Thomas Allan; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, Jas. Reid, Wm. Stephenson; Euphrasia, Hugh Abercrombie; Glenelg, Jas. Edge, Wm. Bell; Holland, Geo. Deavitt; Keppel and Sarawak, L. Ormiston; Melancthon, Chas. McDowell; Normanby, Henry McMahon, John Munroe; Osprey, Thos. Gamey; Proton, —McMillan; St. Vincent, James Grier; Sullivan, A. S. Elliott; Sydenham, Robert McCutcheon, Jas. Gardiner; Owen Sound, Thos. Scott, Robert Wyllie. *Warden, GEORGE JACKSON.*

1860.—Artemesia, W. K. Flesher, John McDonald; Bentinck, Geo. Jackson, Alex. Smith; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, James Reid, James Hartley; Euphrasia, Hugh Abercrombie; Glenelg, James Edge, Neil McCannell; Holland, Geo. Deavitt; Keppel and Sarawak, W. McNaught; Melancthon, Paul Jarvis; Normanby, W. H. Ryan, Geo. Stewart; Osprey, Thomas Gamey; Proton, Wm. McDonald; St. Vincent, Jesse T. Purdy; Sullivan, A. S. Elliott; Sydenham, Robert McCutcheon, R. J. Campbell; Owen Sound, Thomas Scott. *Warden, GEORGE JACKSON.*

1861.—Artemesia, W. K. Flesher, John McDonald; Bentinck, George Jackson, James Hopkins; Collingwood, Wm. White; Derby, S. A. Jones; Egremont, Wm. Caulfield, Henry Wakefield; Euphrasia, James Kerr; Glenelg, A. B. McNab, Neil McCannell; Holland, Geo. Deavitt; Keppel and Sarawak, Wm. McNaught; Melancthon, Paul Jarvis; Normanby, Henry McMahon, D. Winkler; Osprey, Thomas Gamey; Proton, Wm. McDonald; St. Vincent, Jesse T. Purdy, Jas. Grier; Sullivan, A. S. Elliott; Sydenham, R. McCutcheon, John Couper; Owen Sound, Thos. Scott. *Warden, W. K. FLESHER.*

1862.—Artemesia, W. K. Flesher, John McDonald; Bentinck, Geo. Jackson, James Hopkins; Collingwood, Wm. White; Derby, —Mackie; Egremont, Henry Wakefield, —Wallace; Euphrasia, James Kerr; Glenelg, A. B. McNab, Neil McCannell; Holland, Geo. Deavitt; Keppel and Sarawak, Wm. McNaught; Normanby, W. H. Ryan, J. Robertson; Osprey, Thos. Gamey; Proton, Wm. McDonald; St. Vincent, James Grier; Sullivan, D. Bryant; Sydenham, R. McCutcheon, John Couper; Owen Sound, A. M. Stephens. *Warden, W. K. FLESHER.*

1863.—Artemesia, W. K. Flesher, John McDonald; Bentinck, Geo. Jackson, Jas. Hopkins; Collingwood, Wm. White; Derby, R. L. Frost; Egremont, H. Wakefield, J. Reid; Euphrasia, James Kerr; Glenelg, S. B. Chaffey, W. Morrison; Holland, J. Byers; Keppel and Sarawak, W. McNaught; Melancthon, C. McDowell; Normanby, W. H. Ryan, C. Robertson; Osprey, Thomas Gamey; Proton, Wm. McDonald; St. Vincent, J. Grier, J. T. Purdy; Sullivan, D. Bryant; Sydenham, J. Couper, J. McDonald; Owen Sound, A. M. Stephens. *Warden, GEORGE JACKSON.*

1864.—Artemesia, John McDonald, J. Mahaffey; Bentinck, James Hopkins, A. Cochrane; Collingwood, Wm. Reid; Derby, Jno. McInnis; Egremont, H. Wakefield, S. Wallace; Euphrasia, James Kerr; Glenelg, James Edge, Wm. Morrison; Holland, Joseph Byers, Wm. Howey; Keppel and Sarawak, J. B. McKenzie; Melancthon, Chas.

McDowell; Normanby, W. H. Ryan, J. Robertson; Osprey, Thomas Gamey, John Hamilton; Proton, Wesley Armstrong; St. Vincent, James Grier, James Stewart; Sullivan, Caleb Morden; Sydenham, John Couper, James Gardiner; Owen Sound, A. M. Stephens. *Warden, JOHN McDONALD.*

1865.—Artemesia, W. K. Flesher, J. H. Yeomans; Bentinck, Jas. Hopkins, A. Cochrane; Collingwood, Alex. Mitchell; Derby, R. L. Frost; Egremont, H. Wakefield, John Shields; Euphrasia, Jas. Kerr; Glenelg, Jas. Edge, S. B. Chaffey; Holland, John Lyons, Wm. Howey; Keppel and Sarawak, Alex. Bell; Melancthon, Robt. McGee; Normanby, W. H. Ryan, D. Winkler; Osprey, Thos. Gamey, John Hamilton; Proton, R. Montgomery; St. Vincent, James Stewart, D. McLaren; Sullivan, S. B. Conger; Sydenham, Hugh Reid, James Gardiner; Owen Sound, S. J. Lane, John Chisholm. *Warden, W. K. FLESHER.*

1866.—Bentinck, James Hopkins, A. Cochrane; Collingwood, D. H. Rogers; Derby, James Webster; Egremont, S. Wallace, John Shields; Euphrasia, Jas. Kerr; Glenelg, James Edge, S. B. Chaffey; Holland, Geo. Deavitt, Wm. Howey; Melancthon, Robert McGhee; Normanby, H. McMahon, J. Robertson; Osprey, Thomas Gamey, J. Hamilton; Proton, Wm. McDonald; St. Vincent, James Stewart, James Drummond; Sullivan, S. B. Conger; Sydenham, Hugh Reid, James Graham; Owen Sound, S. J. Lane, David Christie. [Messrs. Cruickshanks, Dixon, and Love represented Artemesia, Keppel and Sarawak.] *Warden, THOMAS GAMEY.*

1867.—The members of the County Council for this year were the first ever elected by the popular vote of the respective municipalities, the Reeves and Deputies having been heretofore chosen by the several Township Councils from among themselves. —Artemesia, W. K. Flesher, Thorpe Wright; Bentinck, Jas. Hopkins, A. Cochrane; Collingwood, Wm. White, D. Wright; Derby, R. L. Frost; Egremont, H. Wakefield, Jas. L. Doyle; Euphrasia, James Paterson; Glenelg, James Edge, John A. Lamprey; Holland, D. McGregor, M. D., Wm. Howey; Keppel, Alex. Bell; Melancthon, R. McGhee; Normanby, Henry McMahon, Thos. Smith; Osprey, Thos. Gamey, John Douglass; Proton, Wm. McDonald; St. Vincent, Jas. Stewart, Jas. H. Burnett; Sarawak, John B. Mackenzie; Sullivan, Duncan McGillivray, James Beattie; Sydenham, Hugh Reid, James Graham; Owen Sound, S. J. Lane, Henry Kennedy. *Warden, SAMUEL J. LANE, by acclamation.*

1868.—Artemesia, W. K. Flesher, Thorpe Wright; Bentinck, Jas. Hopkins, A. Cochrane; Collingwood, Wm. White, James Rorke; Derby, Thomas Sloan; Egremont, R. F. Brown, J. Shields; Euphrasia, James Paterson; Glenelg, Jas. Edge, John A. Lamprey; Holland, D. McGregor, M. D., Wm. Howey; Keppel, Alex. Bell; Melancthon, R. McGhee; Normanby, Henry McMahon, Thos. Smith; Osprey, Thos. Gamey, John Douglass; Proton, Wm. McDonald; St. Vincent, Jas. Stewart, Jas. H. Burnett; Sarawak, John B. Mackenzie; Sullivan, Duncan McGillivray, James Beattie; Sydenham, Hugh Reid, James Graham; Owen Sound, S. J. Lane, Henry Kennedy. *Warden, SAMUEL J. LANE, by acclamation.*

1869.—Artemesia, W. K. Flesher, Robt. Trimble; Bentinck, Jas. Hopkins, A. Cochrane; Collingwood, Neil McColman, James Rorke; Derby, Thos. Sloan; Egremont, H. Wakefield, A. Swanstone; Euphrasia, James Paterson; Glenelg, James Edge, John A. Lamprey; Holland, D. McGregor, M. D., Wm. Howey; Keppel, Thos. Pettman; Melancthon, Robert McGhee; Normanby, Thos. Smith, John Robertson; Osprey, Thos. Gamey, John Douglas; Proton, Wm. McDonald; St. Vincent, James Stewart, C. R. Sing; Sarawak, R. J. Doyle; Sullivan, James Beattie, James Duffie; Sydenham, Hugh Reid, James Graham; Owen Sound, S. J. Lane, John Chisholm. *Warden, S. J. LANE, by acclamation.*

1870.—Artemesia, W. Leckie, Peter Campbell; Bentinck, James Hopkins, Samuel Dickson; Collingwood, Wm. White, Joseph Rorke; Derby, Robert Linn; Egremont, Henry Wakefield, Nicol McIntyre; Euphrasia, James Paterson, James Knott; Glenelg, James Edge, A. Lamprey; Holland, D. McGregor, J. Cameron; Keppel, Thos. Pettman; Melancthon, Robert McGhee; Normanby, Henry McMahon, David Winkler; Osprey, John Hamilton, Joseph Maxwell; Proton, Wm. McDonald; St. Vincent, C. R. Sing, Jas. Burnett; Sarawak, R. J. Doyle; Sullivan, James Beattie, Joseph Dunnington; Sydenham, Hugh Reid, James Graham; Owen Sound, S. J. Lane, John Chisholm. *Warden, SAMUEL J. LANE, by acclamation.*

1871.—Artemesia, W. Leckie, Dr. Ghent; Bentinck, James Hopkins, Samuel Dickson; Collingwood, Neil McColman, James Rorke; Derby, Robert Linn; Egremont, Nicol McIntyre, James Murdoch; Euphrasia, James Paterson, James Knott; Glenelg, James Edge, A. Lamprey; Holland, D. McGregor, M. D., J. Cameron; Keppel, Thos. Pettman; Melancthon, Robert McGhee; Normanby, H. McMahon, A. McEdwards; Osprey, Thos. Gamey, J. Douglass; Proton, Wm. McDonald; St. Vincent, C. R. Sing, James Burnett; Sarawak, R. J. Doyle; Sullivan, James Beattie, D. McGillivray; Sydenham, Hugh Reid; James Gardiner; Owen Sound, S. J. Lane, John Chisholm. *Warden, JAMES EDGE.*

1872.—Artemesia, W. Leckie, M. Richardson; Bentinck, George Jackson, S. Dickson; Collingwood, N. McColman, W. Kerr; Derby, J. Garvie; Egremont, N. McIntyre, J. Doyle; Euphrasia, J. Paterson, J. Knott; Glenelg, Jas. Edge, J. H. Hunter; Holland, Dr. McGregor, J. Cameron; Keppel, A. Brown, A. Bell; Melancthon, R. McGhee; Normanby, H. McMahon, G. H. Schenck; Osprey, Thos. Gamey, E. Potts; Proton, A. McPhail; St. Vincent, C. R. Sing, J. Burnett, A. Thompson; Sarawak, R. J. Doyle; Sullivan, J. Beattie, W. Frost; Sydenham, H. Reid, J. Gardiner; Owen Sound, S. J. Lane, D. A. Creaser. *Warden, S. J. LANE.*

1873.—Artemesia, W. Leckie, M. Richardson; Bentinck, James Hopkins, H. Bingham; Collingwood, Joseph Rorke, Wm. White; Derby, David Johnston; Egremont, N. McIntyre, M. Sinclair; Euphrasia, J. Paterson, R. Myles; Glenelg, James Edge, J. H. Hunter; Holland, Wm. Howey, J. Cameron; Keppel, A. Brown, A. Bell; Melancthon, R. McGhee; Normanby, A. McEdwards, J. Dickson; Osprey, T. Gamey, A. McGirr; Proton, A. McPhail; St. Vincent, C. R. Sing, A. Thompson; Sarawak, Samuel Redfern; Sullivan, J. Beattie, J. Dunnington; Sydenham, H. Reid, J. Gardiner; Owen Sound, W. Miller, D. A. Creaser; Town of Durham, Duncan McDonald. *Warden, HUGH REID.*

1874.—Artemesia, W. Leckie, A. E. Elliott; Bentinck, J. Hopkins, W. Laidlaw; Collingwood, J. Rorke, Wm. White; Derby, Robert Linn; Egremont, J. Murdoch, R. Doyle; Euphrasia, J. Paterson, R. Myles; Glenelg, J. H. Hunter, W. Morrison; Holland, Dr. McGregor, J. Cameron; Keppel, A. Brown, W. Totten; Melancthon, R. McGhee, J. Slack; Normanby, A. S. McEdwards, J. Koenig; Osprey, Thos. Gamey, E. Potts; Proton, J. J. Middleton; St. Vincent, C. R. Sing, A. Gifford, T. A. Brown; Sarawak, S. Redfern; Sullivan, J.

Beattie, J. Dunnington; Sydenham, H. Reid, J. Gardiner; Owen Sound, S. J. Lane, A. Frost; Durham, D. McDonnell. *Warden, JAMES PATERSON.*

1875.—Artemesia, W. S. Christoe, M. D., A. Elliott; Bentinck, Jas. Hopkins, W. Laidlaw; Collingwood, J. Rorke, Wm. White; Derby, Robt. Linn; Egremont, J. Murdoch, W. Lawrence; Euphrasia, R. Myles, A. Erskine; Glenelg, J. H. Hunter, J. McDonald; Holland, D. McGregor, M. D., J. Cameron; Keppel, A. Brown, W. Totten; Melancthon, Wm. Airth, W. F. Jelly; Normanby, A. S. McDonald, J. Koenig, T. Smith; Osprey, A. McGirr, A. McIntyre; Proton, J. J. Middleton, A. Gillis; St. Vincent, J. H. Burnett, N. Reid; Sarawak, J. McKenzie; Sullivan, W. Frost, G. Smith; Sydenham, H. Reid, G. Gardiner; Owen Sound, A. Frost, C. Barnhart, M. D.; Durham, Geo. Jackson; Town of Meaford, J. Stewart. *Warden, GEORGE JACKSON.*

1876.—Artemesia, W. S. Christoe, M. D., A. Elliott; Bentinck, David McNichol, W. Laidlaw; Collingwood, J. Rorke, W. White; Derby, Robt. A. Stark; Egremont, James Murdoch, Robt. Lawrence; Euphrasia, R. Myles, John Perrett; Glenelg, Finlay McRae, Thomas Whitmore; Holland, Duncan McGregor, M. D., John Cameron; Keppel, A. Brown, Francis Mills; Melancthon, R. McGhee, W. Jelly; Normanby, A. S. McEdwards, J. Koenig, W. Gehl; Osprey, Thos. Gamey, A. McIntyre; Proton, J. J. Middleton, W. McMurdo; St. Vincent, Jas. H. Bennett, Nicholas Reid; Sarawak, John McKenzie; Sullivan, James Beattie, George Smith; Sydenham, H. Reid, James Gardiner; Owen Sound, A. M. Stephens, Dr. Barnhart; Durham, George Jackson; Meaford, A. Thompson. *Warden, JOSEPH RORKE.*

1877.—Artemesia, Bentinck, Collingwood, Derby, Melancthon, Normanby, St. Vincent, Sydenham, Owen Sound, and Meaford were represented the same as the previous year. Egremont, Euphrasia, Glenelg, Keppel, and Proton had the same Reeve. Holland and Osprey returned the same Deputies. The changes were: Egremont, N. D. McKenzie, Deputy; Euphrasia, A. Erskine, Deputy; Glenelg, J. McDonald, Deputy; Holland, Wm. H. Wey, Reeve; Keppel, W. Flarity, Deputy; Osprey, A. McGirr; Proton, J. Modeland, Deputy; Sarawak, R. J. Doyle; Sullivan, Joseph Dunnington, J. Follis; Durham, Gilbert McKechnie. ROBERT MCGHEE was chosen *Warden.*

1878.—Artemesia, W. S. Christoe, M. D., A. Elliott; Bentinck, D. McNichol, W. Laidlaw; Collingwood, J. Rorke, W. White, W. Kerr; Derby, R. Linn; Egremont, J. Murdoch, D. McCormack; Euphrasia, R. Myles, E. E. Knott; Glenelg, Finlay McRae, S. Donnelly; Holland, Wm. Howey, J. Cameron; Keppel, A. Brown, W. Flarity; Melancthon, R. McGhee, H. Hewitt; Normanby, A. S. McEdwards, J. Koenig, W. Wenzer; Osprey, A. McGirr, N. McIntyre; Proton, J. J. Middleton, J. Page; St. Vincent, C. R. Sing, N. Read; Sarawak, R. J. Doyle; Sullivan, W. Penner, J. Follis; Sydenham, H. Reid, J. Gardiner; Owen Sound, A. M. Stephens, C. E. Barnhart, M. D.; Durham, G. McKechnie; Meaford, J. Cleland. *Warden, JAMES MURDOCH.*

1879.—Artemesia, W. S. Christoe, M. D., A. Elliott; Bentinck, D. McNichol, W. Laidlaw, J. McCallum; Collingwood, N. McColman, W. White, W. Hewgill; Derby, R. Linn; Egremont, J. Murdoch, W. Lawrence; Euphrasia, R. Myles, E. E. Knott; Glenelg, Finlay McRae, T. Davis; Holland, Wm. Howey, J. Cameron; Keppel, A. Brown, W. Flarity; Melancthon, R. McGhee, W. Airth; Normanby, J. Koenig, H. Schenck, H. McMahon; Osprey, Thos. Gamey, A. McIntyre; Proton, J. J. Middleton, S. Fleming; St. Vincent, C. R. Sing, N. Read; Sarawak, R. McNaught; Sullivan, J. Sparrow, J. Vasey; Sydenham, W. Lang, J. Gardiner, —Brien; Owen Sound, A. M. Stephens, C. E. Barnhart, M. D.; Durham, G. McKechnie; Meaford, J. Cleland. *Warden, DR. BARNHART.*

1880.—Artemesia: W. S. Christoe, M. D., Reeve; Samuel Pedlar, Deputy-Reeve. Bentinck: David McNichol, Reeve; Jacob Messenger, 1st Deputy; John McCallum, 2nd Deputy. Collingwood: Neil McColman, Reeve; Wm. White, 1st Deputy; Wm. Kerr, 2nd Deputy. Derby: Robt. A. Stark, Reeve. Egremont: James Murdoch, Reeve; W. Lawrence, Deputy. Euphrasia: E. E. Knott, Reeve; Jas. Boyd, Deputy. Glenelg: Finlay McRae, Reeve; Thos. Davis, Deputy. Holland: Wm. Howey, Reeve, John Cameron, Deputy. Keppel: Wm. Totten, Reeve; John Clarke, Deputy. Melancthon: Wm. Airth, Reeve; Wm. August, Deputy. Normanby: John Koenig, Reeve; John Blyth, 1st Deputy; Wm. Winkler, 2nd Deputy. Osprey: Thos. Gamey, Reeve, John Douglass, Deputy. Proton: J. J. Middleton, Reeve; Samuel Fleming, Deputy. St. Vincent: C. R. Sing, Reeve; Nicholas Read, Deputy. Sarawak: Robert McNaught, Reeve. Sullivan: John Sparrow, Reeve; James Vasey, Deputy. Sydenham: Wm. Lang, Reeve; John Donald, Deputy Reeve. Town of Owen Sound: Wm. A. McClean, Reeve; John Fox, Deputy. Town of Durham: Gilbert McKechnie, Reeve. Town of Meaford: J. Cleland, Reeve. Village of Shelburne: W. Jelly, M. P. P., Reeve.

The following are the county officials:

Warden.....	Finlay McRae (Reeve of Glenelg).
County Clerk.....	George James Gale.
County Treasurer.....	Stephen J. Parker.
County Auditors.....	George Jackson, M. P.
County Engineer.....	George Snider.
County Engineer.....	Thomas Donovan.
Public School Inspectors.....	Thomas Gordon (West Grey).
	Wm. Ferguson (East Grey).
	Andrew Grier (South Grey).
County Judge.....	Henry Macpherson.
Associate Judge.....	Samuel J. Lane, M. P.
County Crown Attorney.....	Alfred Frost.
Clerk of the Peace.....	William Armstrong.
Clerk of the Crown and Pleas.....	George Inglis.
Sheriff.....	Charles H. Moore.
Registrar, North Grey.....	Robert McKnight.
" South Grey.....	Thomas Lauder.
Governor of Jail.....	John Miller.

In looking over the list of County Council representatives from the various municipalities, it will be noticed that a great many of them held their positions for a very long term of years. This is probably the case with the County of Grey more than with any other in the Province—at least so far as we have had the opportunity to judge—and this fact is of itself one of the strongest of arguments in favor of the theory, which is likewise a generally admitted fact, that the local public men of the county have been and are of a class which, by comparison with those who hold and have held similar positions elsewhere, stand in the front rank as municipal legislators.

POLITICAL HISTORY.

The first election for Parliamentary purposes in which the people of Grey were interested, or at the time of which there were enough of inhabitants within its limits to make it a factor in the general aggregate of any constituency, however small, was the general election for the second Parliament of United Canada, held on November 10th, 1844, under the Governor-Generalship of Lord Metcalfe. At this time Wellington and Grey were united in one constituency. The election was between James Webster, Tory, and A. J. Ferguson—subsequently, Hon. A. J. Ferguson—Liberal. Webster was returned as elected, but on petition was unseated, and the seat given to his opponent.

The same gentlemen were again candidates at the general election of June 24th, 1848; third Parliament. This time Hon. Mr. Blair was returned at the head of the poll; though it is said that his opponent secured (with the exception of Robert Paterson and Arch. McMurchy) every vote on the Garafraxa Road, all the way from Sydenham to Fergus. The majority for the Hon. Mr. Blair was small.

At the next general election—spring of 1852; fourth Parliament—Mr. Blair was opposed by one Wright, who had been Warden of the United Counties. Wright, however, was defeated by a large majority, and Mr. Blair continued to represent the United Counties till Grey was set off as a separate Parliamentary constituency, on the redistribution which occurred subsequent to the census of 1851.

The first general election following the above redistribution was that of 1854. At that time George Jackson, previously Crown Lands agent at Durham, resigned his office to contest the constituency with Richard Carney and Charles Rankin, both of Sydenham Village. Mr. Jackson was at that time a pronounced Liberal, the others, Conservatives. Carney was one of the earliest settlers in Sydenham, for very many years one of its leading citizens, holding among other offices those of Reeve of the township and afterwards of the town; first Mayor of the Town of Owen Sound, and Warden of the County. He is now Sheriff of the District of Algoma. Mr. Rankin is the gentleman referred to above in connection with the original surveys and early history of the county. The contest was an extremely bitter and close one, chiefly between Carney and Jackson, but resulted in the latter's return.

During this the sixth Parliament, Mr. Jackson's action on the question of the secularization of the Clergy Reserves so displeased many of his political friends, that he did not "face the music" at the general election of 1857. The candidates at this time were John Sheridan Hogan, a Toronto lawyer, Dr. Hamilton, of Flamboro', and Richard Carney again. Hogan was returned, but being murdered at the hands of the notorious "Brooks' Bush Gang," by being thrown over Don Bridge during his incumbency of the position, a special election was held, at which the candidates were Jesse T. Purdy, a miller, of the village of Meaford, a man who has been many years prominently connected with municipal affairs, and J. C. Morrison, the present judge, who had accepted the position of Solicitor-General under Hon. John A. Macdonald, but had not yet found a seat in Parliament. Mr. Morrison was defeated, however, and Mr. Purdy sat out the balance of the sixth Parliament.

The general elections for the seventh Parliament occurred in the fall of 1861. By this time Mr. Jackson had gone over to the Conservative party, and the contest in Grey, which was between him and Mr. Purdy, the last sitting member, resulted in Purdy's defeat. It was during this parliament that the great agitation arose in Parliament on account of the selection of Ottawa as the "Queen's choice" for the capital of Canada. The adhesion of Hon. John A. Macdonald to this scheme led to the defeat of his ministry; and the "dead-lock" which ensued on the subsequent nearly equal division of political parties in the House, led to its dissolution in May, 1863, the general elections for the eighth Parliament taking place early in the summer of that year.

At this election George Snider, Liberal, who was the first Sheriff of Grey County, and resigned office to contest the seat with Mr. Jackson, was defeated by the latter gentleman by a very small majority—the contest being a very spirited and even bitter one. This was the last Parliament of the "Province of Canada," which comprised the Legislative Union of Upper and Lower Canada, the "British North America Act" being agreed upon between the Imperial and Colonial Governments during its existence; and with the exit of "Old Canada" (and its eighth Parliament at the same time), Grey ceased to be a separate parliamentary constituency, being, by the operation of the above Act, divided into the electoral divisions of North and South Grey.

At the general election for the Commons in 1867, Mr. Jackson carried South Grey against Mr. Dalgleish, a merchant of Durham; and Mr. Snider defeated D'Arcy Boulton, Q.C., then of Barrie, in the North.

For the second Dominion Parliament (general election of 1872), George Landerkin, M.D., of Hanover, defeated Mr. Jackson in the South Riding; and Mr. Snider was again returned for North Grey, against John Chisholm, a merchant of Owen Sound. The East Riding had then been formed for the first time, of portions taken from the North and South Ridings; and W. K. Flesher, one of the oldest settlers in Artemesia—the first Reeve of the township, and many years Warden of the county—was elected to the seat over James Paterson, who had been for years Reeve of Euphrasia, and had served in the Warden's chair.

After the dissolution by the new Mackenzie Administration, the general elections were held in the beginning of 1874. In South Grey Dr. Landerkin was elected over Stephen Prepple, of Normanby; in the North Mr. Snider was again returned, this time against S. J. Lane; and in the East W. K. Flesher was re-elected against Wm. Brown, of Markdale.

The next election was also the last, viz., that of September, 1878. North and South Grey were "redeemed" by the Conservatives from the opposite party, who had held them for several parliaments—Mr. Lane defeating Mr. Snider, the previous sitting member, in the North, and Mr. Jackson defeating Dr. Landerkin, the previous sitting member, in the South. The East Riding has always been a "sure" Conservative constituency, and there was no change in the political complexion of its representative. There was a triangular contest between Dr. Sproule, of Markdale, Alfred Gifford, of St. Vincent, and Robert Myles, Reeve of Euphrasia—all Conservatives—with the first named as the successful candidate.

For the Legislature Grey was also divided into two ridings, upon Confederation, and so continued to remain till the general election of 1875, the results of the census of 1871 not operating by an increase of the legislative representation for the second Parliament. At the first general election for the Ontario Assembly, Thomas Scott, of Owen

Sound, many years connected prominently with the municipal affairs of that town, and a Conservative in politics, defeated John Couper, a farmer, of Sydenham, and a Liberal. A. W. Lauder, the present M.P.P. for East Grey, defeated W. K. Flesher, of Artemesia.

At the general election of 1871 Mr. Scott was again elected in the North Riding, and in the South Mr. Lauder was re-elected over Chas. McFayden, barrister, of Owen Sound. Mr. Lauder was unseated on petition, and at the special election following to fill the vacancy, he was opposed by N. Dickey, of Toronto, but regained the seat.

In 1875 there were three electoral divisions in Grey—North, South, and East—the same as for the Commons. In North Grey Mr. Scott was elected over Mr. McFayden, above-mentioned, but was unseated on petition, and at the special election to fill the vacancy, David Creighton, proprietor of the Owen Sound Times (Conservative), defeated Robert McKnight, then of Meaford, but now Registrar of North Grey. In South Grey, James H. Hunter, merchant, of Durham, defeated Jas. Nasmyth, of Mt. Forest, and Jas. Hopkins, of Bentinck. Mr. Hunter is a man who had been previously very influential in local affairs, and is a Liberal of very pronounced principles. In East Grey the contest was between Messrs. Lauder, the previous member, and Wm. Brown, the former being re-elected to the position.

The next general election in the county was that of June, 1879. In North Grey the contest was between Mr. Creighton, the present member, and R. J. Doyle, many years Reeve of Sarawak. This proved a very exciting as well as a very close election; for although Mr. Creighton was influential, and personally popular, with the advantage of previous parliamentary experience, yet Mr. Doyle came within a very few votes of success, Mr. Creighton defeating him by the small majority of 15. In South Grey Mr. Hunter defeated James Fahey, of the Stratford Herald, by a very large majority; and in East Grey, Messrs. Lauder, Robert Myles (Reeve of Euphrasia), and Joseph Rorke (ex-Warden of the County), were the candidates, with success resulting in favor of the former.

The political representation of the county therefore stands at the present time thus:

FOR THE COMMONS.

North Grey...	Samuel J. Lane, Barrister, Owen Sound...	Conservative.
South "	George Jackson, Esq., Durham.....	"
East "	Dr. Sproule, Physician, &c., Markdale....	"

FOR THE LEGISLATURE.

North Grey..	David Creighton, of the Owen Sound Times.	Conservative.
South "	James H. Hunter, Merchant, Durham...	Liberal.
East "	A. W. Lauder, Barrister, Toronto.....	Conservative.

EDUCATIONAL MATTERS.

To deal with the school system in its incipency, and follow its progress from a state of infancy to one which has developed into something to which no country in the world now offers a superior, is not now our purpose. The early struggles of the pioneers of Upper Canada while laboring for the advantages of education for their children—the privations and hardships which they endured and invited that means for the intellectual training of their offspring might be, in a measure at least, secured—these oft-told attributes and incidents of life in the backwoods, although but imperfectly understood by us of the present day, are at least sufficiently appreciated to call forth our astonishment at the almost incredible development which marked the system, as well as our admiration for its present growth and condition.

There seems at least no cause why this admiration might not extend with special appropriateness to the County of Grey; for, although where all are good comparisons are odious, according to the old saw, yet the admitted superiority of the Grey schools points to that county as one of the most favored in all matters wherein the educational interests of our country are concerned.

The County of Grey is divided for school purposes into three divisions or inspectorates, each under the supervision of a Public School Inspector. These divisions are called respectively, East, West and South Grey. The former comprises the Townships of Collingwood, St. Vincent, and Euphrasia; West Grey is composed of Keppel, Sarawak, Derby, Holland, Sydenham and Sullivan; and South Grey, the balance of the county. The inspectors are:—(East), Andrew Grier, Thornbury; (West), Thomas Gordon, Owen Sound; and (South), William Ferguson, Priceville. The towns of Meaford, Owen Sound, and Durham are within the territorial limits of East, West, and South Grey respectively, though not in those inspectorates—towns being in separate and independent jurisdictions. But it so happens that each of the above inspectors is also inspector for the town situated within his particular territorial division.

Including the towns, the total receipts for the past year for school purposes in the county were \$111,587.66, of which \$73,713.93 were applied to teachers' salaries.

With a "school population" of 20,619, there was a school attendance during the year of 21,249, the difference being made up from pupils either under or over legal "school age." The average attendance, however, was only 8,167.

There are, in addition to the Public Schools, seven R. C. Separate Schools in the county, including one in the Town of Owen Sound. These schools received in the aggregate \$2,037.16, and expend in teachers' salaries, \$1,657.50. The total number of pupils attending the same was 508, and the average attendance, 265.

There is but one High School in the county—that at Owen Sound, which will be referred to in connection with that town.

The reports of the inspectors show that the general condition of the schools is highly satisfactory—that the description of the school-houses is, for the most part, of a highly creditable nature—that the standard of the teachers is constantly improving and their efficiency increasing—that among people and pupils alike an increasing interest in education is being yearly manifested—and that in every particular there is cause for congratulation on the splendid status of a system which, within the compass of a generation, from a condition of perfect infancy, has ripened into one which has no superior in the known world.

INTERNAL IMPROVEMENTS.

By this term we refer more especially to those which are generally styled public improvements. Besides the various public buildings which are more particularly referred to in connection with the several local sketches, and which include schools, churches, municipal buildings, &c., &c., these internal improvements will chiefly compose the avenues of communication, and be comprised of the highways and railways.

The highways of any community are an indication, from their condition, of the condition of that community in the other elements and attributes of civilization and enlightenment. In the ages of barbarism, and in the semi-civilized nations of the present day, we find the highways of the respective time or locality in a very inferior state, or entirely wanting; and it would seem that such a want of improvement is the cause of such a state of society, as well as the result of it. When, therefore, a class of enlightened and intelligent people locate in a wilderness, as has been the case in every portion of Upper Canada in the early settlement, one of their first efforts, as well as one of the most difficult tasks to accomplish, is to construct for themselves these accessories of civilization; and how difficult a task this has been for settlers in the backwoods of Canada to accomplish is only conceivable by those whose knowledge has been obtained by actual experience of the bogs and quagmires which miles of corduroy and crossway had to be brought into requisition to overcome.

From the nature of things this task, in the first instance, to the people of Grey was a peculiarly difficult one, a large portion of the area being covered with swamps; yet, when a start was made, this difficulty was more easily surmounted than in most localities, from the fact that road material was abundant, and placed at convenient distances on all sides. All natural disadvantages have been conquered by the energetic adaptation of the natural advantages, so that, by the time of which we write, no place in the country which has been so lately settled possesses better facilities for intercommunication than the County of Grey in the way of ordinary highways.

In addition to these there is a system of gravel roads which forms one of the greatest advantages of the many which the people of the county are possessed of, and which compares favorably, both as to mileage and quality, with similar systems in any other locality throughout the Western Peninsula, excepting perhaps the old-settled portions of the Niagara and adjacent districts. The County Gravel Roads embrace the following: the Garafraxa, the Durham, the Toronto and Sydenham, and the Northern.

The Garafraxa Road was surveyed by Charles Rankin in 1837, under instructions from the Government, who had decided to open up the newly acquired Indian lands by running a road from Fergus to the mouth of the Sydenham, and laying out free grants on each side thereof, to induce settlement. Previous to that date, Garafraxa was the most northern township that had been surveyed, and Fergus was the most northerly settlement; for which reason the road in question was named the Garafraxa Road. It runs almost due north from the first point of contact with the southern boundary of Grey (where Mount Forest now is) to Owen Sound, a distance of nearly 45 miles.

The Durham Road runs from a point on the Barrie and Meaford Road, some distance south of Collingwood to Kincardine on Lake Huron. It enters Grey at the Village of Singhampton, runs through Flesherston and Durham, and enters Bruce County at the Village of Hanover. The length of this road, within the county limits, is between 40 and 45 miles, and it was named from the fact that the Village of Durham was the earliest settlement thereon, and the point at which the Crown Lands Agency was located, which had the superintendency of the lands adjacent thereto.

The Toronto and Sydenham Road runs diagonally from south-east to north-west, across the centres of the Townships of Melancthon, Artemesia, and Holland, joining the Garafraxa Road at Chatsworth. It was surveyed by Mr. Rankin in 1848, and was flanked by "free grant" lands, as were the Garafraxa and Durham Roads. The length of this road within the county is over 40 miles.

The road designated above as the "Northern" consists (in Grey) of parts of two roads, the Sydenham and Saugeen, and the Sydenham and Collingwood. Of the former there are about 10 miles east of the Bruce County line, and of the latter, nearly 30 miles west of the Simcoe County line.

The above, aggregating over 150 miles of road, were gravelled during the years 1857-8, by the county, the money being raised by debentures, which were issued to the extent of £50,000, an amount subsequently supplemented by another £5,000. Alexander Manning, of Toronto, was the contractor for these works, which have subsequently been turned over to the respective townships through or adjacent to which they pass, the latter guaranteeing to keep them in perpetual repair.

The same year the gravel roads were built, the county also passed a by-law subscribing £100,000 of stock in the "Toronto and Owen Sound Central Railway," which enterprise was never proceeded with, however, as explained in our local sketch of Owen Sound. The result of the failure of this scheme, and the pushing of the Northern Railway to Collingwood instead of Sydenham as its terminus, left the County of Grey entirely without railway facilities for the first thirty years of its settlement—the first built being the Toronto, Grey and Bruce, so-called ten years since. This road enters the county at its south-eastern corner, running almost on a parallel line, and adjacent to, the Toronto and Sydenham Road to its junction with the Garafraxa Road; then straight north to Owen Sound, the distance within the county being something over 40 miles. The county aided the construction of this road by giving \$264,000 in bonus-debentures and subscribed stock. They have the appointment of a Director on the Railway Board; and D. McGregor, M.D., of Chatsworth, has held the position for a number of years.

The other railways which form part of the Grey system are the Stratford and Huron, and the Wellington and Georgian Bay. The former road runs from Port Dover, on Lake Erie, via Simcoe, Woodstock, Stratford and Listowel, from which place it runs parallel to the Wellington, Grey and Bruce, through Palmerston, Harriston and Clifford, thence branching off towards Normanby, passing Ayton, Neustadt, and Hanover, where it enters the County of Bruce, running nearly parallel to the Grey and Bruce line—sometimes in one county, at other portions in the other—till it strikes the Village of Chesley, whence it runs due north through Invermay, Tara, and Allenford, passes near Hepworth, then into the Township of Keppel, and finally terminates at Wiarton, on Colpoys Bay, which is generally admitted as the finest harbor on all the chain of Inland Lakes. There is a beautiful village of about 800 inhabitants here, lately incorporated, which gives promise of a great future; and all along the route prosperous villages have even thus early sprung from nothing—busy towns from embryo villages; and a new era of prosperity and activity seems to have been inaugurated by the extension of the "modern civilizer" to this fair section of the country. The local aid extended to this railway has been of a character proportionate to the great advantages accruing from its construction to the municipalities so aiding it. The amount voted by municipalities north of Listowel aggregated \$405,000 in cash, that part granted by portions of the County of Grey being as follows: Normanby, \$80,000; Bentinck, \$35,000; Keppel, \$30,000;

HISTORICAL SKETCH OF THE COUNTY OF GREY.

Village of Hanover, \$2,000; Hanover and Bentinck combined, \$8,000 (additional); and Wiarton (which was then partly in Grey), \$5,000;—a total for Grey of \$160,000. When this road is completed it will become one of the greatest possible boons to the western section of the county, and a very important factor in its subsequent material development.

The Wellington and Georgian Bay Railway was chartered by the Local Legislature in 1878, and municipal bonuses were very soon secured which aggregated \$6,000 per mile, from Palmerston, where it joins the Wellington, Grey and Bruce Division of the Great Western, to its terminus at Owen Sound. The first section of this road extends from Palmerston to Durham, crossing the Toronto, Grey and Bruce at Mount Forest. This section is already completed, the municipal aid furnished by the County of Grey being as follows: Bentinck, \$20,000; Glenelg, \$20,500; Egremont, \$61,000; Durham, \$22,500; or a total of \$124,000. In addition to this there was voted to the northern section (Durham to Owen Sound) the amount of \$145,000, divided as follows: Owen Sound, \$40,000; Sullivan, \$30,000; Derby, \$20,000; Bentinck (additional), \$5,000; Derby (additional), \$5,000; Sullivan, (additional), \$10,000; Keppel, \$5,000; Sydenham, \$25,000; Sarawak, \$5,000. This makes about \$270,000 so far given to the W. and G. B. Ry. by different sections of the County of Grey.

There is still another railway in prospect, and on which operations have actually been commenced; though it is considered doubtful, in view of the action taken by the Ontario Government at the session of 1880, in regard to their withdrawal of government aid heretofore extended to new railways, whether the latter will be pushed to completion. The route designed for this new road is from Mt. Forest, the junction of the T. G. and B. with the W. and G. B. Railway, just on the southern border of the county, through the Township of Normanby, *via* Hanover to Walkerton, and thence, by a route yet to be determined, to some point on Lake Huron, probably Kincardine. The name of this new enterprise is the "Saugeen Valley Railway."

We have seen that it is but a very few years since Grey was literally and absolutely without railway facilities of any description whatever: now it ranks among the best served communities in the country in that respect; and it is but natural to hope, as well as reasonable to expect, that those facilities will continue to redound to the county's improvement and prosperity in as marked degree as it has during the almost unexampled state of development which has contributed to its history during the past decade.

PRESENT PHYSICAL RESOURCES.

In this connection it might be interesting to note—in addition to the actual present condition—a few facts explanatory of the development through which the county has passed, and from which that condition has been the result. It does not, however, seem necessary to follow this process through its thousand-and-one details, as we surmise sufficient is known already and on all hands, of its unprecedented progress in a general way. We will therefore give what figures can be gleaned from an official source in regard to the state of the community at the various times at which it was determined by government census enumerations.

The first of these—after that part of the old Wellington District now forming the County of Grey contained sufficient population to note, or even any population whatever—was the census immediately following the Provincial Union of 1841, which was taken in 1842. The resources of the various fractional parts of this district are not given in any documents we have had the opportunity to peruse; but the whole of it, which comprised the present Counties of Waterloo, Wellington, and Grey, only contained a population of 14,476, consisting of 2,719 families. There were but 28 schools in the whole district at that time, with an attendance of 884 pupils—a total which some single townships in what was the Wellington District can now outstrip. But as the figures apply to a very large tract of country, of which this county contributed but a very small fraction in the general result, any further figures in connection with that census would scarcely be of interest now.

The census of 1851, which was the first in which any figures appear referring directly to the County of Grey, shows that it contained at that time 2,242 families, or a total population of 12,845 souls. There were then only 13 churches in the county and 14 schools. There were 219,331 acres of land occupied, of which 32,511 were under culture; and the previous year the cereal products had been 121,379 bushels of wheat, 5,384 of barley, 70,875 of oats, 603 of rye, 18,730 of peas, 903 of buckwheat, and 2,552 of corn.

By the year 1861 the population had increased to 6,186 families, containing 37,750 souls. Curiously enough, the number of churches seems to have increased only one, being now fourteen, of which two were Roman Catholic. In the line of manufacturing industries there were 4 grist and 20 sawmills, 1 carding mill, 9 tanneries, and 1 brewery. There were 5,713 occupiers of land, 585,697 acres occupied, and 133,885 under culture; and the cereal products amounted to 751,537 bushels of wheat, 26,261 of barley, 367,350 of oats, 156 of rye, 140,165 of peas, 848 of buckwheat, and 1,616 of corn. The cash value of farms was \$5,338,508; farming implements, \$210,741, and live stock, \$929,180.

The census of 1871 contains such a vast amount of information, and on such a wide variety of subjects, that we can only refer briefly to the most interesting facts which go to make up the general result of one of the most complete and accurate enumerations ever undertaken. This census shows the total superficies of the county to be 1,151,738 acres, of which 843,072 were occupied by 8,432 "occupiers," representing a total population of 59,395; the total acreage of "improved" lands being 362,512 acres. Of the above 8,432 occupiers, 7,420 were owners, 987 were tenants, and 25 employés. The number of families was 10,322, and the number of inhabited houses, 10,224. The domestic animals in the county footed up, 13,429 horses, 6,890 oxen, 52,086 other cattle, 59,707 sheep, and 37,664 swine; and the "animal products" during the preceding year amounted to 10,241 head of cattle, 37,197 head of sheep, 31,712 head of swine, 245,128 pounds of wool, 7,478 of honey, 1,362,269 of butter, 74,294 lbs. of home-made cheese, and \$17,159 worth of factory-made cheese. The field products amounted in one year to 691,690 bushels of wheat, 283,650 of barley, 1,117,059 of oats, 378 of rye, 387,045 of peas, 1,141 of beans, 2,105 of buckwheat, 4,046 of corn, 761,821 of potatoes, 1,140,433 of turnips, 39,365 of other roots, 6,297 of grass and clover seed, 362 of flax seed, 5,900 lbs. of dressed flax, 1,037 of tobacco, 1,383 of hops, and 71,602 tons of hay. The domestic products included 168 yards of home-made linen, 4,311 of home-made cloth, and 417,762 pounds of maple sugar; and the fruit products to 17,376 bushels of apples, 3,185 of small fruits, and 1,672 lbs. of grapes. Among the fur products were beaver, otter, martin, mink,

and a very large amount of skins of cheaper grade. The fish products are not extensive, though a considerable "catch" is annually made on the shores of the Georgian Bay. The forest products of Grey comprise one of its most important interests, and during the year preceding the census, they amounted to 107,819 cubic feet of square pine timber, 1,954 of oak, 9,303 of tamarac, 2,300 of birch, 126,692 of elm, and 198,905 of other varieties; 13,912 pine logs, 71,586 other logs, 60 masts and spars, 543 thousand stave, 55 cords of lath, 960 cords of tanbark, and 186,935 cords of firewood.

In many respects the manufacturing industries are considered the most important of any community. Those of the County of Grey for the year under discussion comprised 5 agricultural implement factories, 8 bakeries, 77 blacksmith shops, 62 boot and shoe shops, 8 brick and tile yards, 21 cabinet and furniture factories, 6 carding and fulling mills, 23 carpenters' and joiners' shops, 46 carriage factories, 24 cooperages, 11 dress-making establishments, 42 flouring and grist mills, 7 foundries and machine shops, 23 lime-burning establishments, 19 saddlery shops, 84 saw mills, 4 shingle mills, 12 tanneries, 26 tailoring establishments, 13 tin shops, 8 woollen cloth factories, 3 breweries, 2 cheese factories, 2 working jewellery establishments, 1 meat-packing house, 8 pot and pearl asheries, 2 photograph galleries, 7 printing establishments, 4 pump factories, 2 sash, door and blind factories, 2 stone-cutting establishments, 1 dyeing and scouring establishment, 2 manufactories of miscellaneous wares, 3 potteries, 2 wood-turning factories, 1 gun factory, 1 musical instrument factory, 1 scutching mill, and 1 brass foundry. The amount of permanent capital invested in the above enterprises was \$583,390; the amount of yearly wages paid, \$279,907; the number of hands employed, 1,358; the value of raw material consumed, \$996,083; and the value of manufactured products, \$1,640,693.

The estimated value of the real estate of the entire county, as per returns of the County Valuers, is as follows:

Artemesia.....	\$ 683,782
Bentinck.....	644,297
Collingwood.....	964,620
Derby.....	564,168
Durham.....	130,842
Egremont.....	975,550
Euphrasia.....	904,420
Glenelg.....	487,611
Holland.....	566,940
Keppel.....	467,500
Meaford.....	323,079
Normanby.....	1,000,872
Osprey.....	638,984
Owen Sound.....	1,038,229
Proton.....	532,280
Sarawak.....	118,140
St. Vincent.....	1,257,563
Sullivan.....	762,676
Sydenham.....	960,575

Total..... \$13,676,876

The above estimate was made several years ago, but is the one still used under the terms of the Municipal Act as applied to County Valuers, for purposes of levying county rates, etc., etc. Shelburne was at that time not incorporated.

The total revenue of the corporation last year from all sources was \$112,812.26, and the total expenditure \$85,322.34; the greater part of the difference being applied to sinking fund on debenture loans.

The liabilities of the corporation at the end of last year amounted to \$357,366.11, against which it held assets valued at \$301,633.67, among those being the Court House, Jail, and Registry Offices, worth \$59,838.50.

To enlarge upon the present resources of this territory, which forty years ago held scarce a single settler within its limits, would be but repetition, as the old saw of figures being the most stubborn facts must satisfy any and all who take the trouble to peruse them that the development of the county has been in every particular of a most extraordinary and healthy character; while a moment's reflection on its present condition, as compared with its past, must convince us that the future is full of hope and promise.

TOWN OF OWEN SOUND.

The site of this now flourishing and wealthy town was, forty years ago to-day, a dense and almost impenetrable wilderness, and had never been trodden by the foot of white man then, if we except Charles Rankin, who came there with a view of laying out a town plot during the year 1837, but whose operations were stopped before commenced (if the expression is allowable) by the breaking out of the Rebellion; and he was withdrawn from his surveying operations by the Government, till after the establishment of peace throughout the country.

From its geographical position, Owen Sound was very early picked upon as the site of a future centre of population, and as a result of that choice, the survey was commenced as above. As soon as affairs were quieted again, the scheme of surveying the "town plot" of Sydenham was re-entered upon, and preliminary arrangements inaugurated, whereby it should one day become the town it was designed to be, by the selection of a Crown Lands Agent to locate in the place. This selection was made in the person of John Telfer, who as the pioneer settler of the county seat and chief commercial centre of this large and populous county, deserves here a more than passing notice.

Born in Selkirkshire, Scotland, in the year 1800, Mr. Telfer received the best education afforded by the schools of the rural districts, where his boyhood's days were passed; and at the age of nineteen he embarked for the Red River of the North, *via* Hudson's Bay, in the service of the Earl of Selkirk. He remained in the North-West for three years, when he came to Upper Canada and located for a time at Niagara, subsequently removing to the Township of Dumfries. This township had been nearly all acquired by one Dixon from the Government, on condition of his bringing into it a certain number of immigrants within a certain time. Impressed with Mr. Telfer's abilities, he engaged him to return to Scotland and induce emigration to Dumfries; and in the accomplishment of this mission he proved very successful. He then came back to Canada himself, and settled in Dumfries, marrying there Elizabeth, daughter of John McKenzie, a resident of the place, by whom he had a family of five sons and six daughters.

In 1840 he was appointed Crown Lands Agent by the Government of the Hon. Charles Poulett Thompson, just created Lord Sydenham for the very able and valuable services he had rendered Canada and the Empire by the recent consolidation of the Upper and Lower Pro-

vinces, which, however, did not go into effect till 1841. Mr. Telfer's journey to his new location lay from York, *via* the land and water route, through Lake Simcoe, Orillia, &c., to Sturgeon Bay, and thence along the shore of Georgian Bay, of which the above is one of the many indentations. Arriving at the mouth of the Sydenham River in a batteau, he made his way a short distance up that stream, with cedars overhanging either bank, and disembarking where the market square now is, he effected a small clearing and erected a log shanty—the first human habitation in the place—very near the spot where the market now stands, in which he and one companion, Thomas Ruthford, remained all winter. These two were the only residents, the first year of the existence of Sydenham, Mr. Rankin having returned with his surveying party to the "settlements" before completing the survey of the town plot, which was not finished by him till 1845. Next season Mr. Telfer built a long log shed or shanty near the upper bridge, and almost exactly where the engine house now stands, which was called the "Government House," and was designed and subsequently used for the accommodation of land-hunters and settlers, till they could erect habitations on their own claims.

Mr. Telfer performed the duties of Crown Lands Agent at Sydenham some nine years, when the office was removed to Durham, and he resigned the position. He subsequently removed to Sarnia, and died there at an advanced age. His daughter Elizabeth (now Mrs. Beith), who still resides in the town, is its earliest living settler, and was the first white woman who ever set foot within its limits.

In 1845 the survey of the town plot was finished by Mr. Rankin. In the meantime there had been a considerable influx of settlers, who had scattered to various points, chiefly along the Garafraxa Road, though a number had "set their stakes" at the mouth of the Sydenham; and the little village which sprung up here was also called Sydenham, the name likewise given to the township in which the village was located—it being then entirely, as Owen Sound is now in chief part, on the east or right bank of the river. The place continued to grow in size and importance, and at one time it was thought it was destined to be a second Chicago, and would develop into the great *entrepôt* of western trade and commerce on its way to the markets of the Old World. As early as 1850 the Toronto and Sydenham Railway was agitated, which was designed to have its northern terminus on Owen Sound, at the Village of Sydenham. The distance between the terminal points, by this proposed route, was only 108 miles. The Northern Railway was a rival scheme, first agitated at the same time as the Toronto and Sydenham. The people of Sydenham were warmly canvassed by both companies for municipal aid to assist in the building of their respective roads. Some of the inhabitants strongly favored one route, others the other; but a majority, possessing a firm belief that the railways, if ever built, would *have* to come to them as the only practicable Georgian Bay terminus, selfishly refused to grant assistance to either enterprise. The consequence of this was that the Northern Company accepted an offer of the late Sheriff Smith, of Simcoe, who had a dreary waste of swamp along the Bay, in Nottawasaga, to make his property the terminus of their road. And in this way Collingwood was founded, by the same stroke which retarded the development of Sydenham to an untold extent, and at once destroyed its hopes of ever becoming a metropolis; for no sooner had the Northern succeeded in establishing to the outside world a *certainly* of its being completed, than the Toronto and Sydenham scheme collapsed entirely, and the village which possessed such high hopes, backed by such superior natural advantages, was left as it had been—a simple backwoods town, with no railway facilities, and no prospect of any in the near future. It might be added, however, that this lesson, though it came late, was not lost on the people of Sydenham; and the proof of this is everywhere seen in their enterprise and ambition in encouraging, by effort and generous material aid, every undertaking which promises to reflect credit upon their town, or add to its prosperity and development.

The prestige and position which Sydenham lost when it lost the railway, however, was to a considerable extent recovered very soon after by the location of the county seat at that place, on Grey being set off from Wellington as a Provisional County. The contest between Sydenham and Durham was of the most bitter character. North and south seemed almost equally divided, with odds in favor of the latter, till the Sydenham people got what was called the south-eastern party imbued with the belief that the territory comprising the County of Grey was so inconveniently large that it would undoubtedly be divided in the near future, and when this occurred, that their claims for the county seat of the new county would be considered, whereas, by first selecting Durham, their subsequent chances would be entirely cut off. The "south-east party" held the "balance of power," and being caught by this specious argument, assisted to lift Sydenham into the coveted position, thereby adding to the already lengthy catalogue still another proof of the wisdom of the policy adopted by some of the greatest generals—whether in war, politics, or diplomacy—of getting your enemies to fight among themselves.

Thus Sydenham became the county town of the new County of Grey, and the County Buildings were at once proceeded with, which being completed during the year 1853, the seat of the County Government, both municipal and judicial, was removed hither from the beginning of the year 1845.

By this time Sydenham had grown to be quite a flourishing village, and the next two years continuing to add to its prosperity, extend its influence, and increase its wealth and population, it was incorporated as a town under the name of OWEN SOUND, by Special Act of Parliament, at the session of 1856, assented to May 16th of that year. This Act was known as the 19th Vict., Cap. XXVIII., and from it we find the population at that time to have been 1,945. It specified the time and manner of holding elections, appointed Thomas Gordon the Returning Officer, and provided that the Town of Owen Sound should come into existence as such on January 1st, 1857.

Under the operation of this Act the following were elected to the first Municipal Council of the new town: Messrs. Carney, Creighton, Gale, Harrison, Lunn, Miller, Scott, Snider, and Stephens. At that time the Mayor and Reeve were chosen by the Councillors from among themselves; and Richard Carney was elected to the former position, while Wm. Miller was chosen to the latter. Mr. Gordon received the appointment of Town Clerk, and has ever since continued to discharge the duties of the position.

The succession to the Mayoralty, since the first incorporation, has been as follows: 1858, Robert Paterson; 1859-60, George Snider; 1861, Wm. Miller; 1862, Thomas Lunn; 1863-4, George Snider; 1865-6, A. M. Stephens; 1867, Thomas Scott; 1868, J. Frost; 1869, W. A. Stephens; 1870, Wm. Miller; 1871, George Snider; 1872, A. M. Stephens; 1873, John Chisholm; 1874, Robert Paterson; 1875, Thos. Scott, who being petitioned against on account of being a member of

the Legislature, and the petition being sustained, was succeeded by Samuel J. Lane, who was re-elected the next year; 1877-8, Richard Notter; 1879, Henry Robinson. The Reeves, &c., may be seen by reference to the municipal sketch in the general history of the county.

The following are the incumbents of the various municipal offices for the current year: Mayor, Chas. E. Barnhart, M.D.; Reeve, Wm. A. McClean; Deputy-Reeve, John Fox; Councillors, Geo. Anderson, Thos. B. Dowsley, John C. Griffiths, John Harrison, Robt. Hoath, Matthew Kennedy, Wm. Manders, Robt. J. Smith, and Stephen Spencer; Clerk, Thos. Gordon; Treasurer, Alfred J. Spencer; Solicitor, John Creaser; Police Magistrate, George Spencer; Chief of Police, John Creighton.

In regard to the material development of Owen Sound, it seems unnecessary to follow it in detail through the various stages of its progress from its incorporation to the present day—details which can be sufficiently judged from a brief description of the place as we find it now. The Owen Sound of to-day consists of an enterprising and prosperous modern railway town, situated at the foot of the Bay or "Sound" of the same name, at the mouth of and on both sides of the River Sydenham, having formerly formed a part of the two Townships of Sydenham and Derby. It contains a population of 4,548, with 1,363 ratepayers; has an assessed valuation of a million and a quarter of dollars; has an annual revenue of between \$60,000 and \$70,000 (of which, during the past year, \$8,000 were expended on schools and \$6,000 on streets); a school system which, considered either from an educational standpoint or in respect to the quality and description of its school buildings, is second to none; water-works' system and fire department which compare favorably with those of our most prosperous cities; public buildings which would be a credit to any town in the Province; private residences and business blocks, which are not surpassed by many greater centres of population; and a general system of public and private improvements, which add immensely to its attractiveness, and at the same time place it in the front rank of our most advanced Canadian towns.

The first object of attraction in a county town is always the public buildings. Those in Owen Sound which belong to the county are the Court House, Jail, and Registry Office. The former were commenced in 1852, and finished the next year. They are of stone, very substantial, and although not extremely ornamental, yet of very respectable appearance.

Perhaps the chief matter of interest is in connection with the schools; and these are undoubtedly among the finest to be found in any town of equal size not only in the Province but on the Continent. The new High School, recently completed, is a model of architectural beauty and convenience throughout. It is after the plan of the Stratford High School, recently built, which is claimed to be the finest in Ontario. It cost very close on \$20,000 to build this edifice—the fixtures, furnishings, and apparatus being in addition to that amount—besides the grounds, which are both ample and convenient, and cost nearly \$4,000.

The Public Schools consist of two fine commodious buildings—one brick and the other stone—erected at a combined cost of \$12,500, exclusive of apparatus and grounds.

Among the public improvements belonging to the Corporation is the Town Hall—a fine building of the class, erected on the spot where the first habitation was built by old Mr. Telfer. It is of brick, of handsome design and superior finish, and contains a splendid public hall, the council chamber, town offices, and several stores, and cost somewhat over \$15,000.

The Fire Department of Owen Sound is very complete and effective, the most so of any town of similar size within our knowledge. There is a first-class steam fire-engine, a hand engine, and a hook and ladder company. Besides this there are waterworks (for fire and domestic purposes) which, by natural pressure alone, will throw a stream over the tops of the highest buildings. The reservoir is situated on the top of the mountain in rear of the town, with all parts of which it is connected. There are 20 hydrants for fire purposes. The material, machinery, &c., were supplied by the celebrated works of the Messrs. Hamilton & Sons, of Toronto.

The harbor of Owen Sound is one of the chief features of the place, and the one to which, more than all others, the people at one time looked forward as the great cause which would one day result in the building up of a great city here. It is controlled by the Dominion Government, who have at various times, in connection with the town, expended very large sums in its improvement, till it is now considered, and justly so, a most important adjunct to the commercial and shipping interests not only of the town but of the whole country bordering the Georgian Bay. It is frequented by all the Georgian Bay and Lake Superior steamers, one line of which has its headquarters here. There is also a daily line of boats to and from Wiarton during the season of navigation. Formerly considerable shipbuilding was carried on here, but of late years this industry has suffered the drawbacks incident to other enterprises which depend for success on the lakes' carrying trade.

In close connection with the harbor, it may be mentioned that Owen Sound is the terminus of the Toronto, Grey and Bruce Railway, and the proposed terminus of the Wellington and Georgian Bay. When the latter is finished, and the gauge of the former is widened—two results which will undoubtedly be accomplished in the near future—Owen Sound will possess direct, independent, and competitive lines of communication with the two chief cities of Ontario by first-class roads; and its position, so far as advantages of communication and traffic are concerned, will then be unsurpassed.

As to manufactures, although Owen Sound cannot properly be classed as a manufacturing town, yet there are here a large number of industries of no mean proportions: so many, that in a cursory sketch we cannot refer even briefly to each one, but will simply mention that the most important consist of three foundries (of which that of Corbett & Sons is very extensive, and Kennedy & Sons, who make a specialty of mill machinery, turn out an immense quantity of work; while Christie's is also a large establishment of the kind), a very large steam saw-mill, large flouring mills, gristing mill, woollen mill, tannery, and two breweries. There are also grist and woollen mills on the Sydenham, a short distance out of the town. In addition to the above, the usual number of iron and wood-working establishments are to be found, such as carriage, waggon, and blacksmith shops, pump factories, cooperages, &c., &c., besides saddler's, tailor's, and shoe shops.

If it is just to judge of a community's enterprise, prosperity, and intelligence—as is often the case—as well as of its moral attributes, by the number and description of its churches, then the people of Owen Sound possess all these characteristics in no small degree. There are nine church edifices in town—the Episcopal, two Presbyterian, two Methodist, Congregationalist, Disciples, Baptist, and Roman Catholic. Several of these are very fine specimens of church architecture, the Canada Methodist costing over \$15,000 to build. The Epis-

copalians have lately erected a stone church, in the Gothic style, at a cost approaching \$18,000. The "Old Kirk," Congregational, and Roman Catholic are also much above the average of such buildings in towns of similar size.

There are flourishing Agricultural and Horticultural Societies in operation here, also Mechanics' Institute and Y.M.C.A. (each with library and reading rooms); and the National Societies of St. Andrew, St. George, and St. Patrick have branches in operation, the former of which is said to be in a most flourishing condition.

The various secret societies flourish to an unwonted degree, all the most respectable orders existing in Canada being well represented here. Among others are a Chapter and two Lodges of Free Masons (Georgian Chapter, No. 34, R. A. M., St. George's Lodge, No. 88, A. F. & A. M., and North Star Lodge, No. 322, A. F. & A. M.), two Odd Fellows' Lodges (one of the Independent Order, No. 180, and the other of the Canadian Order, No. 45), a "Tent" of the K. O. T. M., an Orange Lodge, Lodge of O. Y. B., and several temperance organizations.

The Press of Owen Sound is, of course, among the chief "institutions," and it is no exaggeration to claim for it a leading stand in the list of Canadian journalism. The history of journalism in Owen Sound dates to the year when Grey was formed into a Provisional County, 1853. The *Comet* was the earliest venture in that line, at first an independent paper, edited by Owen Vandusen. Next year a paper called the *Lever* was started, as also the *Times*, which latter is still published, and at present owned and managed by D. Creighton, M.P.P. for North Grey. Its founder was Richard Carney, the first Mayor of the town, and at present Sheriff of the District of Algoma. It is Conservative, and circulates about 1,300 copies. The *Advertiser*, now owned and edited by J. H. Little, one of the original proprietors in 1863, is a Reform sheet of more than average ability, and quite extensive circulation. The *Tribune* is a new paper, established in 1878 by a joint-stock company. It is ably managed, at least so far as can be judged by newspaper readers, and is rapidly growing in favor and influence. In politics it is Reform, or, more correctly, Liberal, being more independent in its views and the stand it takes in regard to men and measures than a strictly political journal.

The character which attaches to the public improvements and public works of the county town is possessed to a more than ordinary extent by its hotels, commercial buildings, and private residences. There are three hotels here, the "Coulson House," the "Queen's," and the "American," which cannot be beat in any of our provincial towns. The first named was the first built in the place, by H. G. Campbell. It was afterwards rebuilt by the late Mr. Coulson, who was many years one of the heaviest stage-owners and mail-contractors in Canada, and a man of great enterprise, to whom the development of Owen Sound was in a great measure due.

Some of the best of the business blocks bear marks of improvement much in advance of the time it has taken to produce them, when compared with the pioneer store of Messrs. Boyd & Hinchcliff, who were the first two to engage in mercantile pursuits, in the order named; and as for private residences, there are many which are really superb, and would be considered first-class "up-town" establishments for metropolitan merchants.

Taken altogether, Owen Sound may be justly claimed as one of the "livest" towns—at least as it appears to a disinterested traveller—of any which the Western Peninsula of Ontario claims within its list; and, what is more, indications give the best promises of a glowing future, whose prosperity shall rival if not excel the extremely satisfactory development of the past.

TOWN OF MEAFORD.

Situated on an obtuse angle of Georgian Bay, where the shore line, extending hither in a north-westerly direction from the Simcoe County border, sweeps gracefully to the north and recedes from view around Cape Rich, the town of which we write has sprung into existence and commercial prominence within a short period, as compared with the county seat, which lies 18 miles to the west, across the Townships of St. Vincent and Sydenham. Surrounded on three sides by the Township of St. Vincent, of which it originally formed a part, Meaford had no existence except in imagination until the year 1850, and it was several years later than the date mentioned before it had risen to the dignity of even a country village. When St. Vincent was surveyed, a block of 200 acres was reserved at this place, on which the Government designed the erection of a future town; but not until 1845, or twelve years after the survey of the township, was the reserve mentioned laid out as a village. By this time the township was pretty well filled with settlers, and the necessities of trade and progress (it was thought) demanded the location of a business centre at this point. Accordingly a surveyor named Gibbard was instructed to lay out the reservation in village lots; and to this gentleman, it is said, Meaford owes its euphonious name.

The circumstance which suggested the conferring of this name was that the township in which the village was located, being named in honor of that British naval celebrity, Earl St. Vincent, it was thought peculiarly appropriate to designate what people hoped would soon be the principal village in the township after the country seat of the nobleman referred to. The names of other distinguished naval officers were perpetuated in the streets of the embryo village, and the titles of Collingwood, Nelson, Trowbridge, Baker, Bayfield, Sykes, Seymour, &c., serve to designate some of its principal thoroughfares. Another feature which appears to have recommended this site as the location of a future commercial mart was the emptying at this point of the Big Head River into Georgian Bay, thus forming natural harbor facilities which, though not of a superior order, were yet preferable to none, and will be referred to further along in this sketch.

As before intimated, the progress of Meaford during the first few years of its theoretical existence, viz., on the map, was by no means of a "mushroom" character, but so entirely the reverse that, three years subsequent to the village survey, there were but four houses within the village limits, and appearances at that date most emphatically negated the idea of its founders' anticipations of a glowing future for Meaford ever being realized. In 1850, however, it showed signs of life, in the shape of a store, opened by George Jackson and managed by D. L. Layton, the present Postmaster; a tannery, post office, and an addition of two or three to the number of houses above stated. The Postmaster was Wm. Stephenson (since deceased), who, if reports be accurate, used to make periodical trips to Barrie on foot, carrying the mail by that very primitive conveyance.

As before stated, the original reservation upon which this town was planted consisted of but 200 acres, the lots immediately adjoining it, on the north and south, being owned by Messrs. Stephenson and J. P. Purdy, respectively. Each of these gentlemen, with an eye single to self benefit, by laying out village lots on his own property, held out

inducements to settlers to locate upon those which they respectively held for sale. In this manner each secured the nucleus of a village upon his property, and Meaford proper, having no one whose special business it was to care for her interests in this particular, was threatened with a rival on either side, which would have sapped her existence had their designs been realized. On the "plot" laid out by Mr. Purdy, especially, promises of future importance developed to a considerable extent; and the grist mill owned by that gentleman, another owned by Moses Chantler, a small store, blacksmith shop, and a few dwellings, rendered this spot somewhat more important, in a commercial sense, than its most northerly rival, if not more so than the central figure among the three contending hamlets—Meaford. So fierce became this rivalry that it permeated every portion of the local body politic, and all matters of a local public character were regulated with reference to it—each party endeavoring to secure the advantage to its locality. In no particular was this strife more marked or carried to more absurd lengths than in school matters, and on one occasion, when the election of a school trustee was on the tapis, a long controversy as to the location of the poll for the purpose was compromised by the selection of a spot in the open air, under the boughs of a large elm which stood on the boundary between the two rival localities, which were denominated respectively "North" and "South," as this particular contest did not partake of a triangular shape. The palm of victory rested upon the "South" on that occasion, but by subsequent manoeuvres they were so badly worsted by the "North" that a "treaty" of amalgamation was executed, which ultimately healed the differences referred to, after the pretensions of the "South" to supremacy became obviously vain.

There is always a healthy medium between two extremes; and those who now came to settle in the prospective town at this point appeared to recognize in Meaford, as laid out by the Government, the "medium" between the two extremes mentioned, in point of interest as a future location, as it was already in a geographical sense; and, as a consequence, the growth of that village received an impetus which soon placed it far in advance of its former competitors. So rapid thenceforth was its development, that those who had predicted its assumption of the habiliments of commercial consequence began to pride themselves upon the truth of their prophecies.

At no time in her history has the growth of Meaford been of an unsubstantial or unhealthy character, but her progress up the scale of mercantile importance has never exceeded the demands of those whose interests that progression subserved. As a result of the prudent conservatism displayed in this regard we find Meaford at the present time enjoying a full measure of the prosperity which almost invariably accompanies commercial prudence; never having erected stores, hotels, and houses beyond the needs of the present, the best citizens are not burdened with the financial incubus of barren investments, nor are her streets provided with the uninviting spectacle of empty shops, deserted tenements, and smokeless chimneys.

It was most awkwardly managed, when the post office at this place was named, that the designation of "St. Vincent" was bestowed upon it, although the name of Meaford had already been conferred upon the village; and for many years subsequently the name of St. Vincent clung to the place, much to the inconvenience and annoyance of those having cause, through the nature of their commercial intercourse with the place, to desire an identity of name between post office and village.

The favorable character of the country adjoining Meaford, coupled with the advantages offered by the immense "water stretch" on the shore of which it lies, contributed to its success in a degree to insure the permanency of its trade, and when a grain market was opened here it furnished a long sought avenue of exit for the produce of many square miles of as good agricultural land as lies in the Province; but the village was long without railway facilities, which formed a serious drawback to her winter commerce. These facts, aided by a full conception of the advantages which railway communication would secure to them, led the people of Meaford several years since to offer strong inducements to the Northern Railway Company (whose northern terminus then rested in Collingwood) to extend their line along the shore of Georgian Bay to their town, since which time they have enjoyed the best facilities afforded by this great institution of modern enterprise, and their town is now the terminus of the main line of that road.

Prior to the year 1875 Meaford was part and parcel of the Township of St. Vincent, although it had long previously attained to a position warranting its incorporation as a village. But by a wise dispensation of those holding the confidence of the people, it was spared the ordeal of passing through a system of village government, with the attendant long list of municipal legislators to absorb all the "honors" belonging by right to the whole community; but a more honored and honorable municipal existence was in store for her, and the year mentioned she entered upon the duties and assumed the dignities of a town, having been incorporated the previous year as such by Special Act of the Ontario Legislature. At that time the population of the village was not sufficient to enable them to incorporate under the "General Act," being but 1,700, but these figures have since been swelled to 2,200.

The pioneer board of municipal legislators elected to control the destinies of the new town consisted of W. D. Pollard, Mayor; James Stewart, Reeve; Thos. Harris, John Hill, J. J. Johnston, Chas. Watt, Francis Law, Lorenzo Londry, Elliott Thompson, D. L. Layton, and John D. McGee, Councillors. The office of Town Clerk was filled by John Albery. Mr. James Stewart succeeded to the Mayoralty in 1876, being followed by Mr. Pollard in 1877, who thus served his second term in the civic chair, and gave place the year following to John D. McGee, who made room for C. R. McLean, M.D., in 1879. For 1880 the municipal slate of Meaford reads as follows:—J. D. McGee, Mayor; James Cleland, Reeve; Chas. Watt, C. P. McIntosh, James Hogg, Chas. Burns, Wm. Stewart, Robert Agnew, David McCann, Thos. Aris, and Alex. Thompson, Councillors; John Albery, Clerk; Peter Fuller, Treasurer; Jas. C. Grant, Chief Constable.

The site on which Meaford stands is a very handsome one, sloping towards the shore of the bay, from a considerable distance beyond the town, and though not a lofty elevation, it is sufficiently high to insure the advantages of health, and a broad prospect bayward; and viewed from the deck of a steamer at some distance from the shore, the effect of the busy little town nestling at the foot of a gently inclining background, in which the beauties of rural scenery are liberally displayed, is remarkably pleasant and exhilarating.

Among the public improvements of this town, the wharf and harbor are probably the most deserving of notice. The wharf stands at the west of the mouth of the Big Head River (which derived its suggestive and euphonious name from an Indian Chief who sported the same cognomen), but the harbor formed by this stream is by no means an extensive or safe one. The wharf therefore is extended several hundred feet into the bay, until ten or twelve feet of water is found at its

extremity, but the exposed position renders shipping somewhat precarious, and Meaford's maritime trade, in consequence, has never assumed very great proportions. The works referred to were constructed at a cost of upwards of \$30,000 from first to last; \$10,000 of which was originally granted by the Government, who subsequently supplemented that grant by another of like amount, and the balance was furnished by the town, to whom the entire property belongs.

The public buildings include a Town Hall, erected at a cost of \$4,000. It is of brick, and though utility was the chief feature aimed at in its construction, yet architectural beauty has not been wholly neglected, and it is in all respects a very creditable commentary upon Meaford's public spirit, containing, as it does, a handsome public hall, council chamber, and town offices. The fire department is somewhat limited in its extent, and hampered in its degree of usefulness by the rather ancient character of its equipments, which consist of one hand engine and a system of tanks; but these appliances are nevertheless rendered as effective as an efficient corps of willing firemen can make them.

The school system of the town comprises one large public school building, erected at an expense of \$7,000, in which six teachers are employed. There is not at present any High School here, but the subject is being considerably agitated, and if the enterprise of the people finds expression on this subject in the same liberal manner which has characterized them in other respects, little doubt can be entertained of the success of the now incipient project. That the cause of religion is flourishing here is substantially attested by the number and character of the churches within the town. These include a Canada Methodist, Methodist Episcopal, Presbyterian, Disciples', Episcopalian and Roman Catholic, all of which are very creditable edifices.

In fact, the general character and appearance of Meaford buildings is above the average usually attained in a place of like size. Its commercial institutions include 8 hotels, six of which are licensed to vend the "ardent," 2 grist and 2 saw mills, one of each being run by steam, 2 tanneries, 2 woollen mills, foundry and machine shop, and numerous other factories of lesser note, besides the usual complement of stores and shops.

The Press is here well represented by the *Monitor*, a weekly journal, claiming independence of any political party, which is conducted with ability and profit to himself as well as to the community, by Mr. Hugh Watt. The other intellectual attributes of the town include a Mechanics' Institute, with a large and valuable library; a Masonic Lodge, and several temperance societies.

From what has been written, the reader will doubtless have come to the just conclusion that Meaford is deserving of a place among the rising towns of Canada; and indeed if present appearances are reliable as a standard by which to estimate her future *status*, we may safely predict that before the close of the present century this town, which now boasts but 2,200 inhabitants, will have expanded into a commercial mart of largely increased importance, as compared with that which attaches to it at the present day.

TOWN OF DURHAM.

Durham was one of the earliest founded communities within the County of Grey. It is situated on either side of the Garafraxa Road, where that highway is crossed by the Durham Road, extending along the former upwards of a mile. One of the prime attractions of this place in the eyes of the pioneers, was the crossing of the Saugeen River here, affording water power for the mills which sprung up soon after its first settlement, and assisted so materially in its subsequent development. The major portion of the town is built upon the upland which flanks the Saugeen on the right or north, said portion being called "Upper Town," as contradistinguished from "Lower Town," which occupies the immediate valley of the river. The situation of the town is most favorable, in so far as natural advantages can favor an inland town; but since the dawn of the age of railroads, natural advantages, when pitted against those springing from the acquisition of modern agencies of progress, may form an excellent theme for a discourse on the future greatness of the locality thus favored, but they seldom succeed, unaided, in attracting the volume of business which is the life and soul of present consequence in a trading community. But the isolation of Durham has been one of the most potent causes of its progress to its present condition, just as it will continue to be the obstacle to its future considerable advancement so long as the cause continues. It is 28 miles removed from Owen Sound on the north; 16 from Mount Forest on the south; and is equidistant about 50 miles from navigation on the north-east and west at Collingwood and Kincardine respectively.

The pioneer of the town was the late Mr. Archibald Hunter, father of J. H. Hunter, M.P.P. for South Grey, who located on the Glenelg side of the Garafraxa Road, and immediately north of what is now the Durham Road, May 1st, 1842, almost immediately after the survey of the road named; and besides having been the pioneer of this town, he was entitled to the same distinction in respect to the Township of Glenelg, and indeed a group of several townships in that part of the county. Mr. Hunter (whose biography appears elsewhere in this work) at once commenced the chopping and clearing process, built a log house, and, as settlers began to move northward past his door to locate on the free grants along the Garafraxa Road between there and Sydenham, he opened his house to the public, which proved a great advantage to settlers and prospectors, there being no other inn between Mount Forest and Owen Sound. The entertainment here offered was of course of a rather primitive character; but a historical writer in the Meaford *Monitor*, discussing the features of this hostelry, assures us with the greatest gravity that "it was kept as comfortable as the accommodation would permit of," a statement which Macaulay could not gainsay.

Closely following Mr. Hunter came a Mr. Davidson, whose son Archibald, now living in Durham, was the first white child born here. Several families, including the McDonalds, McKenzies, and a Mr. Smith, had settled in the vicinity prior to 1848, by which date the place gave promise of considerable prominence. At the date last mentioned the Crown Lands office for the County of Grey was removed from Owen Sound to this place, and Mr. George Jackson placed in charge thereof as the Government agent. Mr. Jackson at once took a most active part in the development of the village, and to his efforts in its behalf, more than to those of any other one man, may the subsequent growth and consequence of Durham be justly attributed. To this gentleman also is ascribed the credit of conferring upon this rising village the euphonious name which it bears; conferred, it is said, in honor of his English birthplace.

The location of the Land Office at Durham attracted many prospective settlers who would otherwise have located elsewhere; and thus the village received an impetus which soon raised it to the dignity of quite a "centre," as the surrounding country was of such a character as to induce rapid settlement, and having no trade rival of any considerable note, it continued to gather speed with every stride onward until about 1860, when it appeared to have reached its temporary meridian, and

enjoyed a considerable season of "masterly inactivity." Meanwhile the Post Office in the village, with an utter disregard for convenience on the part of the department officials, continued to be designated by the name of "Bentinck," a not inappropriate name in its first bestowal, on account of its location on the Bentinck side of the Garafraxa Road, but which should by all means have been changed to correspond with the name of the village when the latter had grown to the size of a significant trade mart.

When the "railroad fever" began to stimulate the pulse of north-western Ontario communities, the Village of Durham did not escape the epidemic, though it very ingloriously "escaped" a participation in the benefits which many of its sister villages reaped from the business inflation of that period. A brief reference to the circumstances which led to the isolation of Durham from the railway world will be sufficient. It was the old story of a strife between different localities, which being too freely indulged in, redounded to the permanent injury of the participants, in leaving many of them still without the boon over which they respectively wrangled, and which the most commonplace harmony and prudence could have secured. When the Toronto, Grey and Bruce Road was in contemplation, overtures were made by its managers to the people of Durham and vicinity with a view to obtaining such local support as would warrant the construction of the road to that point. An attempt was made by some of the most progressive and enterprising men of that section to secure the passage of bonus by-laws to aid the project, and ensure the extension of that line northward from Mount Forest to Owen Sound, or some point in the County of Bruce. Each township, however, appeared divided against itself; each locality wanted the road in its own midst, and the "rule or ruin" policy having been freely adopted, it was found impossible to harmonize those differences, the healing of which was essential to the success of the enterprise, wherefore the "ruin"-ous alternative prevailed, the progressive scheme collapsed, and the people were left to reflect upon the stupidity which they allowed to dispel their prospects of railway connection.

Having learned wisdom from experience, the next opportunity of obtaining railway facilities was eagerly seized upon by the people of the town and locality as a means of retrieving their former great error; and when the Wellington and Georgian Bay Railway project was set on foot, Durham, now emancipated from the retarding influences which clung to its skirts before its incorporation, generously responded to the call for municipal aid to that line by granting it a bonus of \$22,500. This aid, conjointly with that granted by other municipalities along the contemplated route, insures the construction of this line, which will give to Durham direct communication with Owen Sound on the north and Hamilton and Toronto on the south-east, though by the rather circuitous route to Palmerston by the Wellington and Georgian Bay, thence by the Wellington, Grey and Bruce and Great Western Railways. The benefits flowing from the completion of this route will at once appear in the stimulated energies of Durham's commercial system, which will undoubtedly expand, with the establishment of grain markets in this—one of the best agricultural districts of the Province—to the proportions of a trade centre of very significant character.

As before intimated, Durham is situated along the townline between the Townships of Bentinck and Glenelg, from which municipalities it was separated in 1872 by Special Act of the Ontario Legislature, denominated the 35 Vic., cap. 42, by which it was erected into a town, the population at that time being somewhat in excess of 2,000, about which figure it still remains. The first Mayor elected to preside over the destinies of the newly incorporated town was Alexander Cochrane, and Archibald McClellan was elected to the Reeveship. For 1880 the following named gentlemen constitute the Town Council: H. J. Meddaugh, Mayor; Gilbert McKechnie, Reeve; Wm. A. Anderson, Wm. Boulton, John Robertson, Robert Bull, John H. Brown, Walter Tucker, Henry Storey, A. C. Mackenzie, and John A. Johnstone, Councillors; John Moodie officiates as Clerk; Archibald Davidson, Treasurer; and Henry Young, Chief of Police.

The architecture displayed in this town deserves no special comment of a complimentary kind, but, on the contrary, it is rather below the average reached by most towns of similar size. There are churches of nearly every denomination known to Canada, but the edifices are scarcely up to the usual standard. Two newspapers, the *Chronicle* and *Review*, each publishing weekly editions, supply the locality with this class of literature, and creditably represent the great institution of which they form component parts.

The signs of the times appear to indicate a revival of Durham from the commercial monotony which has of late years characterized it to a considerable extent, and an advance from its present comparatively subordinate position among the towns of the west to a rank befitting a centre of extensive agricultural trade, liberally provided with water power for manufacturing purposes, supplied with railroad facilities, surrounded by a fertile and prosperous rural community, and peopled by a class of men whom experience has taught to utilize to the fullest extent the advantages named, many of which she now possesses, and of the bestowal of the balance of which she has a well grounded expectation.

VILLAGE OF SHELBURNE.

Situated at almost the south-easterly extremity of the County of Grey, where the townships of Amaranth in Wellington County and Melancthon in Grey join their borders, and a few hundred rods west of the eastern border of the latter, the Village of Shelburne is composed of territory acquired partially from each of the townships named. It is on the main line of the T. G. & B. railroad, which provides it with all the modern advantages of communication with the outside world, and to which, indeed, it is chiefly indebted for its present decidedly thrifty and progressive condition. Before the construction of this road, the Village of Shelburne closely resembled mercantile corporations which "exist only in contemplation of the mind;" but from the rural hamlet, without commercial attractions beyond such as are necessary to cater to the paramount needs of a rural community—consisting of a small store kept by Edward Berwick, a blacksmith and wagon shop, and the hotel of Wm. Jelly, the founder of the village—it has risen with the tide of progress which follows in the wake of railway construction to be one of the "spiciest" little towns within the County of Grey.

As before intimated, it formerly comprised portions of Amaranth and Melancthon Townships, the major portion of the village being then on the Wellington side of the county line. Having advanced sufficiently in the scale of commercial dignity, and possessing more than the number of inhabitants requisite in an incorporated village, the people of this flourishing locality determined to seek separate municipal organization, and accordingly the territory mentioned was incorporated under the General Act provided for such contingencies, in 1878, and assumed its independent municipal existence the first of January following, as part and parcel of the County of Grey. The list of municipal officials under whose directions Shelburne assumed the dignities

and responsibilities of village government, included the following, viz.: Wm. Jelly, Reeve; John Macbeth, Geo. R. Hannah, Jas. C. Wheaton, and Ira Belfrey, Councillors; with F. G. Dunbar officiating as Clerk.

The location of Shelburne is one which could not well be improved upon as regards the natural beauty of the prospect thereabout, or the excellent quality of the country surrounding it. It is the latter feature, of course, which has been the principal factor (subordinate to the railroad) in building the place up to its present proportions, and upon which it must mainly depend for its future prosperity. But there are innumerable other features in the composition of the village which contribute, as an aggregate whole, to the rapid strides in advance of its immediate trade rivals which Shelburne has of late been making, and among these none are more potent than the liberal enterprise of its citizens, which is unmistakably displayed in the superior class of buildings, mostly of red brick, which grace its streets; and have earned for it the reputation of being one of the best built up villages in this respect in the north-western peninsula.

With a population closely approaching 1,000, and institutions of trade including 8 general stores, 2 drug stores, 1 steam grist and 2 steam saw mills, foundry, tannery, with the numerous *et cetera* usually found in towns of like size, besides a smart weekly newspaper, the *Free Press*, and churches and schools fully up to the high average characteristic of Canadian villages, Shelburne gives brilliant promise of future consequence, and of occupying ere long a most important place as one of the chief trade centres of this section of Ontario.

TOWN OF MOUNT FOREST.

This flourishing incorporated town, though belonging to the Corporation of the County of Wellington, is situated partly in the former territorial limits of the County of Grey; the greater portion, in fact, is in the south-western corner of Normanby and the south-eastern corner of Egremont, the other portion being in the Township of Arthur, in Wellington County, to which, as above stated, the whole town now belongs.

Mount Forest is located on both sides (but chiefly north) of the south fork of the Saugeen. This river was for many years subsequent to the early settlement of the locality known as the "Maitland," a mistake which arose from want of geographical knowledge on the part of John McDonald, of Goderich, a surveyor who had laid out the greater number of the "Canada Company" townships in the "Huron Tract." Reference has previously been made to some of the circumstances attending the original survey of the Garafraxa Road by Mr. Rankin, in 1837. Previous to this date Lewis Burwell, of Brantford, had laid out a number of townships about the head of the Grand River, among others, Luther; or rather, he merely ran a line around Luther, and reported it to the government as one immense swamp. Therefore, when Mr. Rankin received instructions to run a line from the Fergus settlement, then the extreme frontier of civilization, to the mouth of the Sydenham, he took a north-western course to avoid the Luther swamp, intending to turn north as soon as it was passed. This he did on striking the above river, as he judged from its high banks and rapid current that he was now beyond the great swamp forming the sources of the Grand River; in addition to which he was told by Neewash, the Ojibway chief, that the river was "a Saugeen," and he named it so. About four years later, however, the Government sent John McDonald, as above mentioned, to re-survey the Garafraxa Road, and he judged the river to be "a Maitland"—supposing it to be a branch of the stream finding its outlet into Lake Huron at Goderich, and changed its name to "Maitland" accordingly. Subsequently it went by this name for many years; and when some settlers followed it down to the present site of Hanover, and followed the other branch of the Saugeen thence back to Durham, people at the latter place would not believe that the "Maitland" was really "a Saugeen." This accounts for the names "Maitland hills" and "Maitland woods," as the present site of Mount Forest was called, and as the locality continued to be known by the early settlers even up to a comparatively recent date. And we see on some maps, which were until recently admitted as authority, this southern branch of the Saugeen marked as flowing away in a more southerly direction, and emptying into the Maitland.

We are not positive as to the actual first settlement of Mount Forest; but we know John Foster, at present a resident of the town, was the first settler on the north side of the river previous to 1840, though the principal portion of the town was almost an unbroken bush till 1855. In less than ten years after that date it contained about 1,000 inhabitants; six years later, when the general census was taken, it contained 1,370; and in 1879 it was incorporated as a town, with a population of over 3,000; the Act of Incorporation coming into effect on Jan. 1st, 1880, with the following as the first incumbents of the respective town offices: Mayor, Thos. Swan; Reeve, James McMullen; Deputy Reeve, Joseph Hampton; Councillors, Wm. Colclough, Jos. Kilgour, Wm. Lewis, James Orr, John Reynolds, Thos. Ryan, James Reid, H. H. Stovel, Henry Yarlet, L. H. Yeomans; Clerk, W. C. Perry; Treasurer, T. G. Smith; Chief of Police, Charles Bolding.

Situated on a stream which affords good water power, this attribute first gave it an impetus which has developed without interruption. The "Maitland Mills," which were built some distance down the river in 1850, were followed in 1856 by a saw mill at the present site of the town, and now there are a large number of manufacturing establishments in the place, including two foundries, where reapers, mowers, and all agricultural implements are made; large woollen factory, which manufactures for the wholesale trade; a large tannery; three grist and flouring, and one oatmeal mill; two saw mills; two planing mills; a large sash, door, and blind factory; a very large fanning mill factory; a shingle mill; several cooperages; a large number of wagon and blacksmith shops, and several smaller industries. There are six good hotels, two of which are exceptionally so; high and public schools—both large and ornamental buildings—the former with two teachers and the latter with seven; six churches, of which the Canada Methodist, Episcopal Methodist, and Presbyterian, cost \$12,000, \$7,000, and \$10,000 respectively; two newspapers, the *Confederate* and *Examiner*, both Reform in politics; a large number of business houses of a superior class, and many private residences which are equal to the best in any of our provincial towns.

Mount Forest is the most important station, with the exception of Orangeville and Owen Sound, on the whole line of the Toronto, Grey and Bruce Railway. With the late construction of the Wellington and Georgian Bay Railway, it has become a competing point for freight traffic, a fact which will not be slow to add to its wealth and importance.

Its rather romantic name is formed from a blending of the terms "Maitland hills" and "Maitland woods," by which the locality was known for many years previous to the day when the first semblance to a village appeared where now the bustle and noise of a prosperous and rapidly-growing town on all sides greet the ear.

TOWNSHIP OF ARTEMESIA.

Artemesia is one of the central townships of Grey, being situated between Euphrasia and Proton on the north and south, and between Osprey and Glenelg on the east and west. It contains an area of 69,193 acres, or 100.81 square miles, with a population at last census, in 1871, of 3,484, a status which has been very materially improved upon since then: but we will remark right here, while beginning the township sketches, that any later statistics than those of 1871 are, in so far as regards population, in nine cases out of ten entirely misleading, by reason of the well-known carelessness exhibited, not only here but in all parts of the Province, by the assessors when making their returns under this head; for which reason we will only add that wherever statistics of population are referred to, the last Government census has been consulted for the figures.

Topographically, Artemesia is a rough section of country, boulders predominating in many localities, and the soil, which is generally considered of more than average fertility, being of the nature which is described by geologists as "Artemesia gravel," from the fact that this particular variety is found in greater abundance here than in any other portion of the Dominion. The timber of this township was originally for the most part maple and elm. The altitude of the general surface is about the same as the "water-divide," though actually somewhat north of it. The northern part of the township slopes towards Georgian Bay, the whole "dipping" towards the centre, and forming the valley of the Beaver River, which drains its entire area. On this river, and some three miles south of the Euphrasia line, are the Eugenia Falls, forming one of the most picturesque scenes on the American continent.

At this point there is a thriving little village, also called Eugenia, which was first settled in August, 1858, by three brothers Purdy, who built a saw mill in 1859, and a grist mill the succeeding year. The Toronto and Sydenham Road runs diagonally through the township from south-east to north-west, and the Toronto, Grey and Bruce Railway also runs through it, nearly parallel to the above road.

FLESHERTON is at the junction of the Toronto and Sydenham, with the Durham Road almost in the centre of the township, and there is a station on the T. G. & B. Railway, over a mile south-west of the village, named after W. K. Flesher, one of the earliest settlers in the township and for many years its Reeve, and also Warden of the county. Flesherston is now a prosperous and busy town, containing four general stores, one drug store, and a number of shops in other lines; besides two large cabinet factories, one steam and the other run by water, grist and saw mills, woollen mill, and tannery, and a number of carriage, blacksmith, harness, and tailor shops, etc., etc. There is a very fine C. Methodist church, good school with two teachers, several good hotels, the best express telegraph and mail facilities, and a population of over 300.

PRICEVILLE situated on the Durham Road at its intersection with the Glenelg line (though all in Artemesia), is also a flourishing and prosperous village. The Saugeen River, which passes through it, affords abundant water power. There is a large saw mill, grist mill, tannery, and several waggon and blacksmith shops, two hotels, a number of stores, a school, and several churches in Priceville, which commands quite a local trade.

The first actual settler in the township is said to have been Elias Grey, at what precise date we have been unable to learn. The following also were among the very earliest residents: Wm. Aikens, Jas. Beattie, Wm. Cunningham, Wm. Davis, Wm. Draper, John Dinwoodie, the Fleshers, Charles Fyfe, Joseph Galbraith, John Graham, John Gray, Robt. Hawkins, Adam Hulley, Samuel Hunter, Alex. Irwin, Roger Lever, James Marshall, A. Munshaw, Norman and John McKee, Wm. McMullen, John Osborne, John Parks, the Purdys, Joseph Price, John Ritchie, John Sproule, James Snell, Wm. Sherwood, John Steadwell, Robert, David, and William Thompson, Jacob Teets, John Williams, and Joseph Wright.

Flesherston was the first Post Office in the township, and John Sproule was the first Postmaster. The first school was also near there (Lot 123, 1st Con. E. of T. & S. R.), and was kept by Richard Campbell, for many years Township Clerk, who previous to the building of the school-house taught a private school in his own cabin. The first tavern was kept by A. Munshaw, and was situated a short distance south-east of the present Village of Flesherston (of which he was the first settler); and the first mill was that of Roger Lever, a mile below Flesherston, on the Beaver River. Some idea of the primitive state of the roads in those days, and the difficulties of communication, may be conceived from the fact that it took Mr. Lever nine days, with three yoke of oxen and five men, to transport the mill-stone used in the pioneer grist-mill, from Stayner station, on the Northern Railway, to its resting place at the mill.

For the chief municipal officials of Artemesia, as well as all the other townships of the county, we refer the reader to the "Municipal History" in connection with this work. Those who at present "run the municipal machine" are: Wm. S. Christie, M.D., Reeve; Samuel Pedlar, Deputy Reeve; Archibald Elliott, and Thorpe Wright, Councillors; and Richard Campbell, Clerk.

The name of this township is now ARTEMESIA, though it was originally named ARTEMISIA, after a well-known character in heathen mythology; the change having originally arisen through a clerical error, which was subsequently perpetuated, till the new spelling of the name came to be on all hands admitted and used.

Artemesia, so far as its natural attributes are concerned, may be called a fair average of the townships of the county; as to acquired advantages, it stands well up toward the head of the list; and as to its comparative progress and development, it may safely be described as satisfactory and encouraging; of a nature, in fact, which, if continued, will make it one of the most desirable of all the municipal divisions of the county.

TOWNSHIP OF BENTINCK.

Bounded northward by the township of Sullivan, eastward by Glenelg, southward by Normanby, and westward by the township of Brant in Bruce County, Bentinck is, in point of agricultural excellence, much above the average of the townships of Grey. With a surface varying from rolling to hilly, it possesses a soil at once highly fertile and easily cultivated—being for the most part of clay loam, varied in spots by sandy loam and gravelly deposits. It is drained by the tributaries of the Saugeen River, which furnish in almost every part the most desirable and valuable water privileges.

The township was named after Lord George Bentinck, and surveyed in 1850 by Mr. Dennis, late Surveyor-General of the Dominion. The "Durham Road," elsewhere spoken of, had been surveyed two years previously by Mr. Brough, from Durham to Kincardine.

The first settlement in Bentinck was effected at Durham. Outside of that now prosperous town, or its immediate vicinity, however, the first to locate were Messrs. Buck & Hassenjager, at the present site of Hanover, in the winter of 1848-9, and early the following spring. Sketches of these two gentlemen, and particulars of their first settle-

ment, may be seen among the biographical memoirs of the old pioneers. Among those who settled on the Bentinck side of the Garafraxa Road previous to 1846, were James Burgess, Duncan and Malcolm Campbell, Dugald McCallum, John McDonald, and Alexander Smith.

The earliest educational and religious facilities afforded the inhabitants of Bentinck were at Durham, and after that at Hanover, parts of both of which places are or were within the corporate limits of the township. The former, a separate Corporation, is elsewhere referred to.

HANOVER is now the only village in Bentinck worthy of notice. Though yet unincorporated, this important village contains over 1,200 inhabitants—the secret of its remaining in the townships being that its vote carried the "balance of power" in both Bentinck and Brant; and so long as schemes for bonusing new railways were being worked, it was policy on the part of the villages to stick to the townships and get them to "pay the piper." It is situated on the Durham Road, at the Bruce and Grey line, and partly in the former county, though chiefly in the latter. Next after Buck and Hassenjager, above mentioned, came A. Z. Gottwalls and J. P. Adams. The latter built the first mill in this section of the county. The place is now quite a manufacturing town, and an important station on the Stratford and Huron Railway. Two branches of the Saugeen form a confluence at the village, and afford very good water power, which is liberally used. The manufactures consist of a large steam cabinet, stove, and shingle factory and saw mill combined; a water saw mill; large gristing and flouring mill; large foundry; quite a number of carriage, waggon, and blacksmith shops; an extensive woollen factory, whose "make" is all taken up by the wholesale trade; a large tannery; steam pump factory, and several minor establishments. The usual mail and telegraphic facilities exist, and there are several large hotels, one of which, recently built, is a very fine one. There are a large number of stores in all the various lines—several of which are very fine indeed. A more than average number of good residences add to the appearance of the place, which has the most approved mail, express, and telegraphic facilities, an exceptionally fine school with four teachers, and nine churches. Altogether, it is one of the smartest towns of the western part of the Province.

Glenelg is the third township in the county as to size, containing 78,330 acres, and at the time of the last census was only second to Normanby in population, containing at that time 5,050 inhabitants.

The municipal officers for the present year are: David McNicol, Reeve; Jacob Messenger, 1st Deputy Reeve; John McCallum, 2nd Deputy Reeve; Robert Reid and Henry Willis, Councillors; and Duncan Campbell, Clerk and Treasurer.

Bentinck, on the whole, is a fair average of the western Ontario townships, and considerably above the average of Grey County, although somewhat below the best of them. Well supplied as it now is with railway facilities, and with as good roads as can anywhere be found in a territory of equal size, it claims advantages which few other townships possess, and which will hereafter redound to its improvement, and bring it to the front rank in material resources and substantial wealth.

TOWNSHIP OF COLLINGWOOD.

This is the north-eastern township of the county, being bounded on the north by the Georgian Bay, on the east by the Township of Nottawasaga, in the County of Simcoe; on the south by the Township of Osprey, and on the west by the Townships of Euphrasia and St. Vincent.

It covers an area of 69,500 acres, or 108.53 square miles, and at the time of the last Government census contained a population of 3,576 souls, comprising 616 families: while according to the estimate of the County Valuator, which is the basis of all county levies, the real property is valued at \$964,620; being the fourth township in the county in valuation, though only eleventh in size, while some four others come within a few acres of its area.

As to its topographical characteristics, Collingwood may be classed as irregular, and in parts even very rough. It contains some of the most elevated land in the Western Peninsula of Ontario, having in places an altitude of 1,500 feet above the level of the sea. The range of hills known as the Blue Mountains traverses the centre of the township, with spurs thrown out in sundry directions toward its several parts. This appellation was attached to the hills in question by the early *voyageurs*, who passed by on their fur-trading expeditions across the bay, the name originating from their great height which produced the bluish, misty hue, forming a factor in the spell which distance added to the scene, by "lending an enchantment to the view." This range of mountains is a continuation of the "Great Niagara Escarpment" mentioned in our geological sketch of the county, and divides the township into two parts, physically speaking, which "gravitate" the one to the east the other to the west, the former finding its outlet *via* the Nottawasaga Railway villages, and the latter chiefly at Thornbury or Meaford.

Collingwood was the first surveyed of any township in the county, though the second in date of actual settlement. The surveyor was Charles Rankin, brother of Colonel Rankin, many years M.P. for Essex; the time was the early part of the year 1833; and the particular occasion thereof, the fact that more land was wanted by the Department to fill out grants to the United Empire Loyalist claimants and ex-army and navy officers, who were at that time coming into the country in respectable numbers under the incentive of lesser or greater land-grants (according to their previous rank), held out by the Government as a condition of their settlement. Mr. Rankin's instructions were to lay out two new townships (St. Vincent was the second) on the south shore of Georgian Bay and west of the range already surveyed, which then only came as far as Nottawasaga.

The first settlement of the township was by one Bazier, as early as the year 1835, a number of settlers having located in St. Vincent the previous season, and his location was at the present site of Craighleith. John Maguire was the next in order of time, and some claim that he, not Bazier, was actually the first. He settled on Concession 11, and his son Charles was the first white child born within the limits of the township.

At the time of and for some years subsequent to the early settlement, the route to the front towns was *via* Penetanguishene (which was the base of supplies for surveying parties, &c.), Sturgeon Bay, Orillia, Lake Simcoe, and Holland Landing, to York. Penetanguishene was of course the nearest place in point of time where supplies could be obtained; but at a very early day the Crown Lands Department surveyed and chopped out what has always been known as the "Government Road" from Barrie to the Government "down-plot" of Meaford; and as this runs diagonally from south-east to north-west through the Township of Collingwood, a great share of the "traffic" of this locality (if we can apply the term to the very limited amount of intercourse then existing with the outside world) turned in the direction of Barrie.

Although the township was in great part "drawn" as "U. E. rights," these were very generally bought up at a nominal figure by

speculators, who sold again to whomsoever they could, and the land passed into the hands finally of settlers composed chiefly of Irish and Highland Scotch immigrants, including of course those who had formerly belonged to the army and navy, though their numbers were few in proportion. And although the settlement was slow indeed, when compared with that of some of the newer and more westerly townships, yet by 1837 there were sufficient able-bodied men among the residents to send quite a number to "the front."

In regard to the early municipal history of this township, we have no authentic data previous to 1852, the records of the Provisional County of Grey, which was then formed, being the first we have been able to unearth bearing upon the subject, and these simply show that Collingwood and Euphrasia were united at that time for municipal purposes, and that Thomas Pringle represented both in the Provisional Council of the new county for that year.

The same gentleman was re-elected to the Reeveship of the United Townships for the succeeding year. In 1854, however, Euphrasia had withdrawn from the municipal union, and Solomon B. Olmstead was Reeve. He was succeeded in 1855 by Wm. White, who held the position till the end of 1863, with the exception of the year 1857, when W. Fleming occupied the civic chair. The next three years found the following gentlemen, in succession, occupying the Reeveship: Wm. Reid, Alex. Mitchell, and D. H. Rogers.

In 1867 Collingwood became entitled to a Deputy Reeve; and the County Council representatives for that year, who were also the first ever elected by the popular vote, were Wm. White, Reeve, and D. Wright, Deputy. Since that time the following gentlemen have occupied the position of Reeve or Deputy of Collingwood, the various years of their respective incumbency being easily obtainable by a perusal of the "Municipal" sketch in our general history of the county: Wm. White, James Rorke, Joseph Rorke, Neil McColman, W. Kerr, and W. Hewgill—the small number indicating a proportionate long incumbency of the respective positions.

The municipal officials of the township for the current year are: Reeve, Neil McColman; 1st Deputy, Wm. White; 2nd Deputy, Wm. Kerr; Councillors, Daniel Wright, Peter Stoughtenburgh; Clerk, Edward Rorke; Treasurer, Walter Hunter.

The Township of Collingwood was, until a comparatively recent date, without railway facilities; but the extension of the Northern Railway from Collingwood town, its previous terminus, to Meaford, has given the people advantages in that respect which are not elsewhere excelled.

There are a number of post villages in Collingwood, but the only ones of any considerable extent or importance are Thornbury, Clarksburg, and Heathcote.

THORNBURY is the largest of the three, and has within the past few years developed into a considerable town of between 1,100 and 1,200 inhabitants, containing six large general stores, five churches, some of which are really fine ones, a large school with three teachers, four good hotels, and all other lines of business generally found in a live railway town. Though possessing much more than the required population, Thornbury has not yet been incorporated. It was first settled by Solomon B. Olmstead, who erected a mill on the "plot" which had been surveyed by the Government with the view of building a future town. Thornbury possesses one of the finest water privileges in the country, on the Beaver River; and one of the very finest mills in the Province, containing seven run of stones, is situated here.

CLARKSBURG is more properly a part of Thornbury, being situated less than a mile south, also on the Beaver River. W. J. Marsh was the original locatee of the land on which it is situated, in 1856. A couple of years later W. A. Clark moved in, and erected wooden mills. Soon after Mr. Tyson erected a flouring mill, and from that time the settlement grew to be quite a village, and now contains several hundred inhabitants, with all the *et cetera* which the enterprise of its founders have bequeathed to it as properties of a flourishing country town. It received its present name from its founder, Mr. Clark, one of the most energetic men who ever settled in the forests of Grey.

HEATHCOTE is on the Euphrasia town line, and is not of so great importance in size, position, or attributes as either of the above mentioned. It is on the "Government Road," which was one of the first surveyed by the Crown Lands Department in the county.

The Corporation owns a Town Hall at the post village of Ravenna, which is almost in the centre of the township, and also on the Government Road.

Speaking of the township as a whole, there are few better ones in the western part of the province, while, as compared with others in the county, it stands second in the per acre valuation of its land—St. Vincent being first. From the character of its citizens, no doubt exists of its former rapid stage of development being continued in the future; and it is safe to predict that, by the time another generation has passed, Collingwood will show that state of wealth and prosperity which combine to give one locality the preference over others, and add to its prestige and influence in the sisterhood of incorporated communities.

TOWNSHIP OF DERBY.

This township is situated on the western tier, and extends to the Bruce County line, where it butts the Township of Arran on the west, having Keppel and Sarawak on the north, Owen Sound and Sydenham on the east, and Sullivan on the south. With the exception of Sarawak, it is the smallest township in the county, containing 41,718 acres of an area, and embracing a population, at the time of the last official census, of 1,946.

The surface of the township is rolling to hilly. The eastern part is very rocky, and exceptionally rough below Inglis' Falls, on the Sydenham, by which river it is drained; while the western section is drained by the tributaries of the Sable, and the soil in that portion is more generally clay loam, and the surface of the country by no means so rough as further east.

The late Nathaniel Herriman, a gentleman of U. E. Loyalist descent, settled on Lot 9, Concession 1, in the summer of 1839, probably the first settler in the township. He built, soon after, the first mill on the Sydenham.

Although the north-east portion of Derby (*viz.*, that part now included in Owen Sound and its immediate vicinity) was considerably settled as early as 1841 or 1842, the settlement proceeded so slowly that seven years later there were not more than twenty families in the township, and most of these were along the Garafraxa Road. Among those who had settled previous to the autumn of 1849 were the Barbers, Neil Beaton, Hugh Coulter, the Flemings, the Herrimans, Andrew Harvey, the Halls, Peter Inglis, John and Robert Linn, Jesse McGuinness, the Maxwells, Wm. Neelands, and Thos. Seville. A number of the above came in before the township (except that portion bordering the Gara-

fraxa Road) had been surveyed. This road was run through in 1840, and the balance of the township surveyed in 1846, both by Mr. Rankin.

One of the first settlements in the township, outside the immediate vicinity of "Sydenham" Village, was at Inglis' Falls, where a mill was built by Mr. Inglis, one of the first anywhere in that section of country. The first school in the township was built on the Fleming farm, near Kilsyth, Jesse Fleming being the first teacher. The first church in the township was the English Church, in what is known as the "Irish settlement," in the third concession; and the first Post Office was likewise established here, Andrew Fleming being the first Postmaster.

When municipal government was organized by the Baldwin Act, the first set of councillors under its operation were: Richard Carney, Robert Linn, A. M. Stephens, Hiram Kilbourn, and Wm. Neelands. From these Mr. Carney was chosen Reeve, and George J. Gale, the present County Clerk, was appointed Clerk of the Township.

The chief municipal officials for the current year are: Reeve, Robt. A. Stark; Councillors, Solomon Reilley, Robert B. Miller, James Robertson, and Robt. Henderson; Clerk, Wm. Beaton; Treasurer, Donald Fleming.

There is no township in Grey—nor would it be too much to say in the whole Province—which is better supplied with the conveniences of modern civilization. Churches, schools, mills, factories—all are in profusion and of superior excellence for a rural municipality; while the old Saugeen and Sydenham Road, running east and west through its centre, the new Saugeen and Sydenham running along its northern boundary, and the Garafraxa, which bounds it on the east, form a total of first-class wagon roads, which afford to the inhabitants the very best facilities for that class of intercommunication. As to railways, similar advantages, or even greater, are possessed. The Toronto, Grey and Bruce runs along its whole eastern front, and the Stratford and Huron adjacent to its whole western boundary; while the Wellington and Georgian Bay, when extended from its present temporary terminus at Durham to Owen Sound, will pass through it near the centre. With these advantages and the facilities which they afford, the people of Derby consider themselves, and justly so, among the most favored of communities, in regard to material prosperity and substantial development.

TOWNSHIP OF EGREMONT.

In position Egremont is one of the southern townships of the county, and is bounded by the Township of Glenelg on the north; Proton on the east; Arthur, in Wellington Co., on the south; and Normanby on the west—the Garafraxa Road separating it from the latter township.

The northern portion of Egremont, including about four concessions, is rough, rocky, and generally poor; the southern portion is a fine undulating country, with an excellent soil, easily cultivated, and highly productive; and the centre is of more even surface, being in great part comprised of swamps originally, but these have been drained and improved in great measure, so that this portion of the township is on the whole the most valuable of any. It was in this portion where the celebrated "40-mile swamp" crossed, or rather was crossed by the Garafraxa Road; the name of this at one time uninviting stretch of wilderness being given not from its own extent but by reason of its distance from Owen Sound. At different spots within its limits are located small "lakes" even yet, which find an outlet by little streams which go to swell the Saugeen, by whose tributaries the township is drained.

From the original inhospitable aspect of the country traversed by that portion of the Garafraxa Road bordering Egremont, this township did not "loom up" in the list of populous communities until a date quite recent compared with some of the other townships of the county. It is stated by one of the present municipal officials, who passed up the road in 1848 on a visit to his father, who had settled in Glenelg, on the Egremont town line, the previous season, that at that time (1848) but two families (named Simpson and Foster) had settled north of the river at the present site of Mount Forest, and on the Egremont side of the road, until the Township of Glenelg was reached. Nor did the settlements increase very fast after this for a number of years; for the municipal records show that, in 1850, which was the first year of the organization of the township, there were only thirty families within its limits, and these were all on the Garafraxa Road, or within two concessions of it.

Among the very earliest settlers were the Orchard family. Old Mr. Orchard had been in the army, and is said to have received a grant of land on consideration of building and keeping a public house, which he did for many years on the Garafraxa Road, eight miles north of the Saugeen, where a post village is named after him. Thomas Smith, who kept a tavern three miles north of the Saugeen, was also one of the very earliest settlers; and among those who first located in the township were, Robert Dawson, Andrew Swanstone, Alex. Shearer, one Trainor, Wm. Miller, the Corleys, James Burgess, Adam Brown, James Brown, Thomas, James, and Wm. Reid, and John Main, in the western portion; and several families of Wilders along the northern boundary. At one time there were over one hundred of this family living in Egremont, but by reason of removals to other localities they are not now nearly so numerous as formerly. The first settler in the "new survey" of the township was Samuel Wallace, now of Mount Forest. Mary, daughter of Mr. Shearer above-mentioned, was the first child born in the township. In respect to extent of area, Egremont is eighth in size in the county, containing a little over 73,000 acres. It was sixth in population (with 3,949 souls) at the time of the last Government census; at the recent valuation for county purposes, by the County Valuers, its real estate was returned at \$975,550, only St. Vincent and Normanby being in advance of that figure. In point of local improvements (which in the rural municipalities chiefly comprise school facilities), it is claimed for Egremont that it stands first in the county, the inhabitants having voted their entire portion of the Municipal Loan Fund Surplus to the erection and improvement of their schools, which all now consist of fine brick or stone buildings, after the approved plans of the Education Department. This state of excellence in their educational institutions is one reflecting the greatest credit upon the intelligence, enterprise, and patriotism of the people of Egremont, and forms a feature in their composition of which they are proud, and justly so.

The chief municipal officials for the current year are: Reeve, Jas. Murdoch; Deputy Reeve, Wm. Lawrence; Councillors, Dugald McCormick, James Allen, Joseph Dawson; Clerk, Robert Legate; Treasurer, Thomas Brown.

From what few figures we have given above it will be seen that the matter of schools is not the only one in which the people of Egremont command a leading position, the fact being that their action on that particular point is but an indication of their enterprise generally—

enterprise of a character which has nowhere made itself more apparent in transforming what was a quarter of a century ago an almost total wilderness of the most inhospitable and uninviting character, into what is now very rapidly becoming one of the most fertile, and in every respect one of the finest, rural sections of the Province.

TOWNSHIP OF EUPHRASIA.

Euphrasia is bounded on the north by the Township of St. Vincent, on the east by the Township of Collingwood, on the south by the Township of Artemesia, and on the west by the Township of Holland. Its topography is rough in those parts traversed by the spurs of the Blue Mountains, which branch out in various directions and irregular form throughout the township. The Beaver River runs through it in a north-easterly direction, the valley formed by it composing one of the finest tracts of land the county or the country boasts of. The proportion covered by the valley of the Beaver aggregates about one-third, the balance being in great part composed of high and rocky table-lands of a mountainous character, which have developed, or will soon develop, into a first-class pastoral district; but which, for excellent quality of soil and general agricultural capabilities, cannot compare with the lower lands of the valley, which are acknowledged to be among the very finest in the Province. This section is generally known as the "flat-iron," from the fact that it very much resembles the shape of that domestic utensil, the head or point of which begins at Eugenia Falls in Artemesia, and spreads out on either side of the Beaver River, extending to the foot of the mountains on each hand, and closing in to form the "tail" of the "flat-iron" near where the river leaves the township limits on its course to mingle with the waters of Georgian Bay.

The area of Euphrasia covers 73,440 acres of land, or exactly 114½ square miles. There was at the time of the last census a population of 2,899, consisting of 507 families; and the progress since that time has been of a character so satisfactory that the number has since been very materially increased, though the assessment returns, which are the only basis we have of forming even an approximate estimate, are so notoriously inaccurate as to population, that their figures, as a rule, tend more to mislead than to instruct.

It is claimed, and we believe justly, that in no part of Canada can be found finer scenery, or spots from which more magnificent views may be obtained, than right in this township. There are points which afford natural panoramas to the beholder, covering an extent of hill, dale, river, lake, and glen, rivalling in its natural beauty the scenes of Italy and Switzerland, or the Valley of the Yosemite.

In point of time Euphrasia was first surveyed after the original "two townships," as it was also after them first settled, with the probable exception of the "Old Survey" of the Township of Melancthon. The cause of this arises from the fact that the "Government Road," which connected the Government town plot of Thornbury with "Huronario Street," runs through the north-east corner of the township. But although there were a few settlers in the north-eastern section at a very early date, yet the settlement proceeded quite slowly, so that by the year 1846, fifteen families comprised the very outside of the population, and as several of these had come in during the season of 1845, there could not have been ten settlers within its limits previous to that time.

The first actual settler in the whole township was old Mr. Eaton, familiarly known as "Daddy" Eaton, who located on Lot 25, Con. 2. This gentleman was thus "nicknamed" from the fact of his being the pioneer of the township. His son Francis was the first child born within it, and he himself was the first District Councillor sent by Euphrasia to the old District Council. At this time the two eastern ranges of townships (including Euphrasia) belonged to the County of Simcoe, and amusing anecdotes are told of the old gentleman trudging on foot all the way to Barrie, and carrying his own rations, when going to the District Council meetings at that town.

Among the very early settlers were James Kerr, who was subsequently Warden of the county, as also the first Reeve of the township; Hugh Abercrombie, also subsequently connected with the township's municipal affairs; Forbes Duke, Joseph McCombes, John Boyd, and James Knott, who represented the township many years in the County Council, and whose son is now for several years past a Reeve; Jacob Prentiss, Robert Bell, John Bell, Richard White, Peter Perry, Joseph Job, George Kennedy, John Wright, Richard Perritt, Richard Sparling, John Slack, James Myles, Alexander Duke, Thomas Langtrie, John McConnell, John and Robert Cluxton, John Curry, John Sewell, and John Clark.

The first school built in the township was on "3rd line," a "Union" school for Euphrasia and St. Vincent, and the first teacher was one Gilroy. The first minister who ever held religious services within its limits was Rev. A. R. Mulholland, now Rural Dean of Grey, his first sermon being preached in the house of Joseph McCombes, on Lot 30, Con. 6.

No rural section in the Province is better supplied with mail facilities than is Euphrasia, there being no less than twelve post villages within its limits, though none whose size and importance exceeds that of pleasant hamlets. At one of these, Rocklyn, very near the centre of the township, is situated the Town Hall, a fine brick building, which cost \$3,000.

The greater number of schools throughout the township are either of brick or stone, and as a whole are considered the best which any rural municipality in the county possesses; and the improvements of private property are first-class, particularly throughout the valley of the Beaver. This valley is noted as possessing the finest climate of any portion of Canada, with the single exception of a small section of the Western Peninsula of Ontario bordering Lake Erie. It is considered even a better peach-growing territory than the last-mentioned locality, and is said to be the most extreme latitude in which that fruit can be successfully cultivated.

In regard to the municipal representation of Euphrasia, that township was united to Collingwood for municipal purposes till the year 1854, when James Kerr was chosen first Reeve, holding the position for four years, when he was succeeded for three successive years by Hugh Abercrombie. Mr. Kerr then held the position for six years, when James Paterson filled the civic chair for eight years and Robert Myles for five, bringing us down to the present year.

The first Deputy Reeve was elected in 1870, in the person of James Knott, who was twice re-elected, when Robert Myles succeeded him for two years, he being followed by A. Erskine for two years, with John Perritt filling an intervening term; then E. E. Knott came in, and remained in till the present year, when he was elected Reeve.

The following comprise the entire list of municipal officers for the present year:—Reeve, E. E. Knott; Deputy, James Boyd; Councillors, Wm. Fawcett, John Hurlbert, David R. Ellis; Clerk, Robert Dunlop; Treasurer, J. D. Crabtree.

The assessed valuation of the township, or at least the County Valuers' estimate (which is considered more reliable), is \$904,420, being the seventh township in the county, while—as can be gleaned from what few remarks appear above—the general characteristics and attributes of Euphrasia are such as to mark it high in the list of our most prosperous and enterprising rural corporations, not only of the County of Grey, but of the Province at large.

TOWNSHIP OF GLENELG.

Glenelg is one of the central townships of Grey County, being flanked by Holland, Artemesia, Egremont, and Bentinck, on the north, east, south, and west, respectively. The Garafraxa Road divides it from the latter township, and the Toronto and Sydenham separates it along its north-east side from portions of Holland and Artemesia, which together surround three sides of the parallelogram, forming its north-eastern portion; the Toronto, Grey, and Bruce Railway passing through this last mentioned section, in which is situated the large and important Village of Markdale.

This part of the township forms the "water shed" of the entire western portion of the Province, from which the waters flow to the north, east, south, and west, and therefore embraces the very highest land in western Ontario. The chief part of the township is drained by the tributaries of the Saugeen, which empty little lakes here and there scattered among the hills, as we find them throughout the Laurentian regions of Ontario and Quebec.

The surface of the country is more of the "undulating" character, little of it being so even as to be considered "flat," and but a comparatively small portion really "hilly." That section bordering the Garafraxa Road is probably the roughest of the whole, much of it being both rocky and covered with boulders. The survey (except the concession bordering this road), was not made till 1850, by Mr. Dennis, the late Surveyor-General of Canada.

The township was not generally settled until subsequent to 1850; in fact, before that year, almost the only families were scattered at less or greater distances upon the free grants along the two roads above mentioned. Still, some few settlements were effected at a very early day. It is claimed that James Bolton and Thomas Laybourne were the original pioneers, locating on September 10th, 1841, on the Garafraxa Road. Archibald Hunter, who was the pioneer of the Town of Durham, settled on the Glenelg side of the Garafraxa Road, on May 1st, 1842; and among the very first in the township, but subsequent to the above-named, were Thos. McFarlane, John McCormick, Matthew Barber, George McMullen, Duncan Kerr, Edward Bolton, Henry Claybourne, John Hall, John Lawrence (with a family of seven sons), and H. Schofield, a surveyor. The last named was one of the earliest, opening the first store in the township at the "Rocky Saugeen," where the first Post Office was established, and himself kept the office for a number of years; but it was subsequently removed to Durham.

Glenelg is the tenth in size of the Grey townships, containing about 70,350 acres. At the time of the latest census it was fourth in population, the number of inhabitants being 4,060. A large share of this population, however, is now included in that of the town of Durham, which is chiefly situated in Glenelg, and the present population of the municipality is probably less than it was then. The rate of improvement has not kept pace with many of the other townships, i.e., in the aggregate, from the fact that a greater proportionate quantity of the land is broken and poor. There are many fine farms throughout every part of it, however, and no more intelligent or more prosperous farmers can anywhere be met with than in the locality under review. The value of real estate, as estimated by the County Valuers, is within a fraction of half a million of dollars, Keppel and Sarawak being the only other townships falling below those figures.

The chief municipal officers for the current year, are: Finlay McRae (Warden of the county), Reeve; Thomas Davis, Deputy Reeve; George Binnie, John A. McMillan, and Patrick Neil, Councillors; James Brown, Clerk; and James Edge, Treasurer.

MARKDALE, which is the only village of any size or importance in the township, is situated near its north-eastern extremity on the Toronto and Sydenham Road, and is an important station on the Toronto, Grey and Bruce Railway. It was first settled by Mark Armstrong, in 1850, and when a Post Office was established it was called East Glenelg, a name which has been several times changed, and was finally, in honor of its founder, called Markdale. It is a Police Village for the past three years, with a population of nearly 800—sufficient now to incorporate. The Village Trustees are W. J. McFarlane, Thomas Matthews, and Edward Large. The village has the best of mail, express, and telegraphic facilities, a weekly newspaper (the *Expositor*), three hotels, good school, three churches, twelve stores, two elevators, and a number of manufacturing establishments, including three grist and flouring mills, foundry and machine shop, sash and door factory, planing mill, woollen mill, steam cabinet factory, steam saw and shingle mill, and several wagon, blacksmith, and harness shops, &c., &c. A branch of the Saugeen running through the town supplies good water power; and altogether Markdale is a model specimen of a country town—there being a larger than average proportion of fine brick buildings, and the town generally wearing a smart and busy aspect not usually met with in places of equal size.

Glenelg is not behind the most picturesque portions of the county or the country in the varied beauty of its scenery. At "Glenelg Falls," near the centre of the township on the "Rocky Saugeen," the water rushes swiftly for some distance over a bed of rock, from the edge of which it plunges perpendicularly a distance of about twenty feet, forming one of the most picturesque scenes to be met with anywhere in the country.

Although, on the whole, far behind the most wealthy townships of Grey, Glenelg is, in the aggregate, by no means an inferior section of country; and if the improvement within the past decade be continued in the future, it will not be long till it will change positions in the scale of importance and material wealth with some which now aspire higher.

TOWNSHIP OF HOLLAND.

In position, Holland is the north-west angle of the square which comprises the four central townships of the county, its respective boundaries being Sydenham, Euphrasia, Glenelg, and Sullivan, on the north, east, south, and west. It is exactly the same size as the townships to the east and west of it, containing 73,440 acres. At the taking of the last census it contained a population of 3,249, and the latest official valuation of real estate places it at \$566,940.

The general topography of the country is rough and rocky, much of it extremely so, though there are occasional stretches of fine country, and these are for the most part comparatively level and free from stone. There are several small lakes within its limits, such as are more fre-

quent in the Laurentian regions, and these are drained by tributaries of the Saugeen, Sable, and Sydenham. The Toronto and Sydenham Road, as also the Toronto, Grey and Bruce Railway, runs through it from the south-east to the north-west corner, and the Garafraxa Road forms its western boundary.

The township was named after Lord Holland, and, with the exception of those portions bordering the two main roads above mentioned, was not surveyed till 1848, by Mr. Charles Rankin. The early settlement was almost wholly by families of Irish nationality. Although it was at first very slow, there were sufficient numbers located, principally on the "free grants" of the Garafraxa and Toronto and Sydenham Roads, to organize the township as a separate municipality in 1851, the first year of the operation of the Municipal Act.

The official records of Holland are not preserved so far back as its earliest organization; but from conversation with some of the oldest residents, we find that Charles Thorpe was the first Reeve, and by a strange construction of the Municipal Act, he also held the office of Treasurer at the same time. The chief municipal officers for the present year are: Reeve, Wm. Howey; Deputy Reeve, John Cameron; Councillors, Wm. Norton, Justus Merriam, Anthony Schute; Clerk, Caspar Price; Treasurer, Stephen H. Breese. Of the several villages of more or less importance within its limits,

CHATSWORTH, in the north-west corner, at the junction of the Garafraxa and Toronto and Sydenham Roads, is the chief. It is a police village, and a leading station on the Toronto, Grey and Bruce Railway. Among the early residents were S. H. Breese, the present Treasurer of the township, and John and Geo. Deavitt, the latter of whom was subsequently many years Reeve. But the first within its limits was one Coyer, who built a log shanty there as early, it is said, as 1842, in which he kept tavern. He was succeeded by one Devine, who lived there several years. Mr. Breese was a returned Californian, and he built a much more pretentious hotel on his advent, which he called the "California House," which was thenceforth a well-known house of entertainment. The development of the place, since the building of the T. G. and B. Railway, has been very rapid. It now contains twelve stores in various lines, four hotels, a school with two teachers, four churches, large foundry, several wagon and blacksmith shops, saw mill, shingle mill, etc., together with the best mail, express, and telegraphic facilities. It was for some time known as Johntown, but when the Post Office was established it received its present name from the P.O. Department. It contains sufficient population (over 750) to incorporate under the general provisions of the Municipal Act, and there has lately been an agitation tending in that direction.

WILLIAMSFORD (Sullivan P.O.) is a post village on the Garafraxa Road, partly in Holland and partly in Sullivan, containing several stores, taverns, mechanics' shops of various kinds, large woollen factory, grist and saw mills.

MASSIE and STRATHAVEN are also small post villages, both near the northern part of the township. The land in the vicinity of those places is called the best in Holland, being in the valley of the "Big Head" River.

Holland is generally looked upon as lacking that amount of enterprise among her "representative" men which our thriving western municipalities are generally credited with possessing; and this, coupled with the fact that as a township it is naturally much behind the average, tends rather to keep it in a state which by comparison cannot truthfully be described as otherwise than backward, though the advantage it now possesses of rail facilities is doing much to mollify the unpropitious circumstances in which it was previously placed.

KEPPEL AND SARAWAK.

From the time the territory comprising these two townships first came into a position to assume municipal government, it constituted but one township till the year 1868, when Sarawak was set off. Both townships formed a factor of what was and still is known as the "Indian Peninsula," a brief reference to which might be in order by way of preface.

When the treaty of 1827 was made between the Government of the old Province of Canada and the Indians of "Western Canada," the large extent of territory, embracing in part the present counties of Perth, Huron, Bruce, and Grey, was surrendered by the Indians; but it was provided at the same time that they retain that portion north of a line drawn from the mouth of the Sydenham (Owen Sound) to the mouth of the Saugeen. As above mentioned, this territory was thereafter designated the "Indian Peninsula," and included the two townships now under review, together with Amabel, Albemarle, Eastnor, Lindsay, and St. Edmund, in the County of Bruce.

It was not till the year 1855 that the Government made a further treaty with the Indians, whereby this territory was all surrendered, with a few insignificant exceptions which remain in the shape of small "reserves" in various parts of the "Indian Peninsula." The largest of these reserves was "Sarawak," so named in honor of Sir James Brooke, private secretary of Lord Bury, then Governor-General; "Sarawak" being one of the battle-fields of India on which he greatly distinguished himself. At the same time a Government "town plot" was laid out in the south end of the reserve, called after his name "Brookholm," where there is now a small post village called "Brooke." Keppel received its appellation from Lord Bury himself, whose family name it was. It should be mentioned in this connection that Sarawak continued to be an Indian Reserve till 1857, when it too was surrendered to the Government, by whom it was soon after sold at auction, after which, till 1868, as above mentioned, it formed part of the Township of Keppel; the Indians who were previously located thereon removing to Cape Crocker, in Albemarle, where they still remain.

Keppel and Sarawak together constitute the north-eastern portion of the County of Grey, including the peninsula formed by the two inlets of Georgian Bay—Colpoys Bay, and Owen Sound. Along the western shore of this latter body of water lies Sarawak, a narrow strip of land, extending from the south boundary of the original Indian Peninsula about eight miles down the Sound, and less than two miles into the interior, containing 11,453 acres of land, being much the smallest township in the county. Keppel of course comprises the balance of the territory above described, and is at the same time the largest township of Grey, containing 84,992 acres. The last official enumeration of the census gave the respective figures for the two townships as 2,174 and 680; and the latest official estimate of the Grey County Valuers placed the value of real estate therein at \$467,500 and \$118,140 respectively.

The above small figures indicate the real state of this territory, which is comparatively poor, being in great part rough, rocky, and covered with boulders as well. The general characteristics of the Laurentian regions apply in a marked degree to this locality, including many little lakes, some of which are of great beauty, nestling between the hills.

The townships were surveyed the same years they were surrendered by the Indians (1855 and 1857) by Charles Rankin. Among the very earliest settlers were W. C. Boyd at North Keppel, and Messrs. Ormiston, William McNaught, Ernest Monck, and Gerolamy, in the Sarawak portion. The four last-named came in before even the treaty of surrender was effected, but were permitted by the Indians to remain unmolested. Mr. Ormiston was elected first Reeve of Keppel and Sarawak, in 1858, at which time they were united to Derby for municipal purposes. Subsequent investigation proved the election illegal, by reason of an insufficient number of ratepayers in Keppel and Sarawak to entitle them to separate organization. Next year, however, 1859, this result was duly accomplished, and Mr. Ormiston was again elected Reeve, being the first for the united townships, whose union was continued till 1868, when Jno. B. McKenzie became the first Reeve of Sarawak, which that year entered upon a separate municipal existence.

The chief municipal officials for the two townships for the present year are:—Keppel: Reeve, Wm. Totten; Deputy Reeve, J. C. Clarke; Councillors, Samuel Whitman, Samuel Johnston, Allan Wilson; Clerk, Gavin Shaw; Treasurer, James Cruickshanks. Sarawak: Reeve, Robt. McNaught; Councillors, Ernest Monck, Robt. Walker, John Morton, Duncan McLellan; Clerk, Charles Julian, Jr.; Treasurer, Thomas Lyness.

There are no villages of any size or importance in Keppel and Sarawak, except Wiarton, which was, till recently, partly in Keppel and partly in Amabel, Bruce County; but was incorporated at the Legislative Session of 1880, and now belongs to the County of Bruce.

The small post village of Cruickshank, on the "diagonal" Government Road across Keppel, from Sydenham to the Lake Huron shore, *via* Hepworth, on the Bruce line, is named after the family of the present Township Treasurer, who were among the earliest settlers in this township. There are also Oxenden, North Keppel, and Presque Isle post villages, along the shore of the townships, the former being on the site of quite an extensive Indian village. These, with those already mentioned, constitute the list of post villages.

WIARTON, above-mentioned, now possesses a population of over 800, and contains about twenty stores in all lines, several hotels, a splendid stone school-house, with two or three teachers, a number of nicely-built churches, and manufactures in various branches, including steam grist and three steam saw mills, steam shingle mill, steam planing mill, steam woollen factory, and a variety of smaller iron and wood-working establishments.

The town was laid out and named by the Government when the Indian Peninsula was first surveyed, and put into market about 1868. It is now a most thriving and prosperous place, having daily steam communication with other Georgian Bay ports, being situated at the head of Colpoys Bay, which is admitted on all hands as one of the finest harbors on the great lakes. It is the northern terminus of the Stratford and Huron Railway, and as such is destined to become the centre of a very considerable trade, and the great distributing point of Western Ontario for Georgian Bay lumber.

Among the attributes of Wiarton is a live local paper, the *Echo*, which is one of the most cosmopolitan sheets we have anywhere met with in our provincial towns.

The country immediately surrounding Wiarton is extremely diversified, and on the whole much superior to the average, or probably to any other portion of the Indian Peninsula; and now that the town itself has come into possession of so many and so fine advantages, chief among which is of course the railway, the development and improvement of the adjacent territory cannot be otherwise than of the most advanced and substantial nature.

Taking Keppel and Sarawak all in all, however, no great results can be expected very soon, as the territory generally is such as must be described as poor, and the settlers have disadvantages to contend against which the majority of those in more favored localities know little or nothing of. But in scenery and location, and many of the chief attributes of the highest civilization, this locality is exceptionally favored; and in these respects, at least, no better or more desirable or enjoyable location can anywhere be found.

TOWNSHIP OF MELANCTHON.

Melancthon is situated in the south-eastern corner of the County of Grey, being bounded by Osprey and Proton on the north and west, while the Township of Mulmur in Simcoe County butts it on the east, and Amaranth in Wellington County on the south.

The surface of this section of the county is rolling for the most part, interspersed, however, with considerable swamp areas, all of which are capable of drainage, and many of which have already been utilized by that process. The soil is chiefly clay loam, possessing a high degree of excellence. It is supposed that the highest point of land in the Western Peninsula of Ontario is in the Township of Melancthon, notwithstanding which it is more nearly level than any other township in Grey County. There is a point on Lot 28, Concession 8, which has been computed at 1,260 feet above the level of the latter.

Previous to the general settlement of the township, the most of it was covered with immense cedar and tamarack swamps, from which oozed the head waters of rivers running to every point of the compass, and emptying into all four of the great inland lakes—Ontario, Erie, Huron, and Georgian Bay. It contains 68,200 acres of land, and at the time of the last census only had 2,040 inhabitants, but the general improvements since that time have brought most material results, and been the means of placing the township in a most prosperous condition compared to that which it enjoyed at the above period.

The Toronto and Sydenham Road runs through Melancthon from its south-east to its north-west corner, as does also the Toronto, Grey and Bruce Railway. The lots and concessions run parallel and at right angles to the first mentioned road, the effect being to make the lines all diagonal to the outlines of the township, a fact existing in no other township in Ontario. This does not apply, however, to what is called the "Old Survey," a portion of the township consisting of four concessions on the eastern side, which were laid out as early as the year 1830, and on which settlements were made very soon afterwards.

The first settler in Melancthon was Louis Horning, who located Lot 14 in the first and second concessions, and almost at the same time Henry Bates settled near the north end; while among the earliest were a large family of Pages who settled near the centre, William Silk's family near the south, Daniel Markle, on the Mulmur town-line, one Vannier, who came in to work as a blacksmith for Mr. Horning, Wm. Hall, Sr., a sketch of whom appears elsewhere; Wm. Airth, for many years Reeve, and James Beachell, who kept the first hotel, was the first Reeve of the township, and first Warden of the county.

The first marriage was that of Andrew, son of Louis Horning, to Mary Campbell. The first church and school were erected at Horning's Mills, where the first town meeting was also held, and so continued for many years.

HORNING'S MILLS, the village above mentioned, was named for Mr. Horning, and there is a melancholy incident connected with its early history. One of Mr. Horning's sons and three children of Vannier wandered off into the woods, and no trace of them was ever found. After years of futile effort the search (which had extended, with the aid of even Government action, to all the tribes with which the Indian Department had connection) was abandoned, and the Horning family removed from the place whose early history had so saddened their lives. The village is situated in a very picturesque locality, and is much admired for its scenery and surroundings. It is now the chief village in the township, containing several hundred inhabitants and the attributes of a busy and prosperous country town, including several stores, hotels, schools, churches, six or seven mills of various kinds, and quite a number of smaller mechanical establishments.

The municipal officials of Melancthon for the present year are:—Wm. Airth, Reeve; Wm. August, Deputy Reeve; James Corbett, Geo. Bailey, and John Hogg, Councillors; James Brown, Clerk; and John Mills, Treasurer.

The township voted by a very large majority for annexation to the new County of Dufferin, already provisionally formed, and for the future it will bear no connection with the County of Grey, of which, up to the present time, it has formed a part.

TOWNSHIP OF NORMANBY.

This is the south-western township of the county, having Bentinck on the north, Egremont on the east, Minto (Wellington County) on the south, and Carrick (Bruce County) on the west. It is the third smallest township of the county in size, coming next after Sarawak and Derby, and contains 64,668 acres of land. It is second in appraised value, coming next after St. Vincent, and its real estate is estimated at \$1,000,872. The population in 1871 was 5,563, much the highest of any township in the county, and this number has been since that time very materially increased, retaining for Normanby its advanced relative position on this point.

The eastern part of the township, bordering the Garafraxa Road, is comparatively poor, but further west it is of exceptional excellence; so much so that the average excellence of the whole is admitted to be greater than that of any other township in the county. The surface is generally rolling, and the soil chiefly clay loam, with areas of heavy clay. It is watered by various tributaries of the Saugeen, and is profusely supplied with water power, which has been liberally utilized.

The township was named after an English nobleman bearing the same title. With the exception of a narrow strip bordering the Garafraxa Road (which divides it from Egremont), the survey was not made till 1851, by the late David Gibson, who did not complete it till 1852; and it was not until 1856 that the lands were thrown open for sale by the Government. Two or three years previously, however, quite a number of Germans, and a few of other nationalities, had settled through the western portions of the township as "squatters," all purchasing their lots when they were put on the market.

Although Normanby is essentially an agricultural community, yet there are two fine villages within its limits, Neustadt and Aytton.

NEUSTADT and AYTON, large and busy villages, are situated within the limits of Normanby, otherwise a strictly agricultural community. The former was first settled in March, 1854, by David Winkler, from Waterloo, father of the present Deputy Reeve, who was himself many years subsequently prominently connected with the municipal affairs of the township. Charles Kuehn also came in soon after that, and those two were the only ones who located there previous to 1855. The village now contains a number of good stores, three hotels, one grist and two saw mills (being situated on the south branch of the Saugeen), one foundry, two tanneries, a brewery, a woollen factory, flax mill, cheese factory, furniture factory, several carriage and blacksmith shops, &c., &c. There is a German newspaper published in the village, called the *National Zeitung*; school with two departments—a fine brick building, costing nearly \$5,000; four fine churches; express and telegraph offices, &c. It has a population of about 800 inhabitants. is one of the most busy and enterprising little towns anywhere in the Western Peninsula, and an important station on the Stratford and Huron Railway, which will soon advance it to the position of a large centre of trade.

AYTON, which is also situated on a branch of the Saugeen, is likewise a prosperous and flourishing village containing three general and a half dozen other stores, four hotels, one school, three churches, a large number of mechanics' shops, grist and saw mills, and a "creamery." It is a station on the Stratford and Huron Railway, has the most approved mail, express, and telegraphic facilities, and several hundreds of a population. The Township Hall is also located here, and those who meet therein to transact municipal business for the year 1880 are, Joseph Koenig, Reeve; John Blyth, 1st Deputy; William Winkler, 2nd Deputy; Hugh Bell and Conrad Fischer, Councillors; and W. H. Ryan, Clerk and Treasurer. The first settler in this place was Wm. Butcher, and about the same time Henry McMahon came in—one of the first to locate in the western half of the township, and afterwards many years its Reeve.

Normanby voted to the Stratford and Huron Railway, by way of bonus, the munificent sum of \$80,000, but the money was without a doubt wisely given, as the building of this road will certainly result in making it not only the first township in the entire county, but among the very best in every particular within the entire Province.

TOWNSHIP OF OSPREY.

This township occupies a central position in the easternmost tier of Grey County municipalities, its northern and southern boundaries being respectively formed by the Townships of Collingwood and Melancthon, while Artemesia borders it on the west, and Nottawasaga, in Simcoe County, on the east. Its superficial area is 70,677 acres, assessed at the value of \$638,984.00, and divided among a population which, at the time of the last official census, numbered 3,033 souls. These figures will not now, however, accurately represent the number of inhabitants, owing to a considerable increase since then; but for reasons elsewhere explained, in regard to the unreliability of assessors' returns, we deem it not worth while to attempt a more accurate statement of numbers in this regard.

The topographical characteristics of Osprey indicate a quite decided roughness in some portions, which subsides in other parts into a surface which may be described as merely "rolling." Boulders are prevalent in all parts of the township, but particularly so in the northern concessions, where their size appears to increase proportionately with their number. The general altitude of the surface is high, and its condition consequently dry enough, but this relaxes into small areas of low land and swamp toward the southern border of the township.

In point of date of settlement and rapidity of subsequent development, Osprey was not so favored as many of the neighboring townships, and her position in this respect is perhaps but an index to her general importance, which is usually reputed to be somewhat below the average of Grey County townships, though any inferiority which she thus sustains must be attributed to Nature, and not to any lack of industry or enterprise on the part of her citizens.

The first actual settler in Osprey was a Highland Scotchman, named McDonald, and nick-named the "Prophet" from the accuracy of his weather prognostications, who lived in a shanty about 3½ miles north-by-west of Singhampton, as early as 1846; but he has now been dead many years. The second habitation erected within the township (and the first which may be dignified by the name of a "house") was built by C. R. Sing, in the year above named, at the place which has since become the Village of Singhampton.

The increase of population was very gradual in this township for several years, and as late as 1852 the total number of families did not exceed twenty—among whom may be mentioned Sir James Hay, James Gibson, Michael O'Monaghan, several families of McIntyres, Edward Horton, John, James, and another Winters, and the Brown family—several of whom had settled along and near the Nottawasaga border before Osprey was surveyed. The respective dates of the locations of those parties has not come to our knowledge; but in the year last above mentioned, Thomas Gamey settled on Lots 1 and 2 in the 7th Concession, and found the families named already located. In the north-east portion of the township the tide of emigration was not perceptible at so early a day as further south, along the eastern border; but in this locality one Krebs was the earliest settler, locating where the hamlet of Rob Roy now stands, and here he kept a public house, in which were combined the rather incongruous features of tavern and church, as it was also used for the holding of religious meetings—the first held in the township.

The existence of Osprey as a separate municipality dates from 1852, in which year Michael O'Monaghan was chosen as its Reeve, and James Gibson, before mentioned, received the appointment of Township Clerk, which office he held till the time of his death in 1879, discharging its duties in a manner alike creditable to himself and acceptable to the people whom he served. The municipal officers for the current year, are:—Thomas Gamey, Reeve; John Douglass, Deputy Reeve; John Winters, John Inkster, and J. R. Sing, Councillors; William Milne, Clerk; and Josiah Gamey, Treasurer.

MAXWELL, a small village near the centre of the township, where its business is transacted, contains a tavern, two stores, several shops, four churches, and is favored with daily mail and telegraph facilities.

SINGHAMPTON is, however, the chief village of the township, and in fact the only one strictly worthy of the name. It is located on the Nottawasaga town line, about midway between the northern and southern extremities of the township. As before intimated, this locality was first settled by C. R. Sing, now Reeve of St. Vincent, after whom it was named. Its commercial attributes consist of 250 inhabitants, 3 stores, 2 hotels, 2 carriage and several other shops, a grist mill and woollen factory. It enjoys daily mail and telegraph conveniences, and is in many respects a quite attractive village. It is traversed by the Mad River, from which circumstance, and the early erection of a mill at this point, it received and for a considerable time retained the name of Mad River Mills P.O.

The general status of this township is fully up to the average, in so far as the intelligent industry of its residents can contribute to that condition of affairs; and appearances generally indicate a degree of thrift and comfort which establish the claim of Osprey to a place among the most enlightened and successful of Ontario townships.

TOWNSHIP OF PROTON.

Proton is the second, from the eastern border, of the townships forming the most southerly range of Grey County. Its respective limits are formed by Artemesia on the north, Melancthon on the east, Luther, in Wellington County, on the south, and Egremont on the west. Its general shape is that of a square, but an irregularity in the course of its limits towards the north-eastern corner renders the metes and bounds in that portion rather difficult of description. As stated in our General History of this county, when the Toronto and Sydenham Road was surveyed through from Fergus to its intersection with the Garafraxa Road, it was flanked on either side by lots surveyed to the north-east and south-west thereof, a considerable distance. The eastern boundary of Proton, therefore, runs directly north until it intersects the south-western extremity of the range of lots referred to, when it turns and runs on one of those lines towards the Sydenham Road, upon reaching which it takes that road for its north-eastern limit to a point where it again digresses to the south-west to meet the general northern boundary in like manner as it left the eastern line, except in a reverse direction.

The character and value of the soil of Proton are not such as to command the highest admiration, being mostly of a mediocre quality, consisting chiefly of clay loam. The surface reveals a great proportion of swamp, much of which is nevertheless susceptible of drainage, and where tamarack, balsam, and kindred varieties of wood are found in considerable quantities; which circumstance gave rise to the statement by a descriptive writer, several years since, that the principal product of Proton was *telegraph poles*, for which the demand was only slight.

Notwithstanding the prevalence of swamp in this township, however, its general altitude is as great as any other in this portion of the Province; in fact, it forms the "height of land" or "water shed" of a broad district, and within its borders branches of all the principal streams of this region take their rise, among which may be mentioned the Grand River, Maitland, Saugeen, and Sable.

By reference to the latest official census, we find the superficies of Proton stated at 80,715 acres, divided among a population of 2,184, having increased to that number from 1,440 since the census of 1861.

Proton was surveyed in 1850 by David Gibson, P.L.S., prior to which date there were a few selections of land made by "squatters;" but after this survey the advent of settlers became quite frequent, until the population above stated was reached in 1861. Among the first to locate in the township were John McDowell, who came in 1849 and settled on Lot 1, Con. 21. Elias B. Grey, who has since figured very prominently in local municipal affairs, located the same year, being followed by the Ludlow, Morrow, Traynor, and McArthur families, and Geo. Rutherford, Samuel Fleming, James Roseborough, T. W. McQuay and others, whose location brings the settlement of the township up to the year 1854 or 1855, beyond which its early history cannot be said to extend. For several years after the passage of the Municipal Act, Proton continued unorganized as a separate township, but was united with Melancthon for municipal purposes up to and during 1857; but on assuming separate existence as a township the following year, Mr. Thos.

McKee was elected to the Reeveship, and the different incumbents of that office from that date to the present may be learned by a perusal of our Municipal History. The township officers for the present year are as follows: Reeve, J. J. Middleton; Deputy Reeve, Samuel Fleming; Councillors, John Agnew, Robt. Black, Wm. Boyd; Clerk, John Vert.

DUNDALK, the only village of any considerable importance in the township, is near the north-eastern corner. This village contains a population of 600 or more, and the following array of commercial institutions, viz.: 8 stores, 3 steam saw mills, 2 steam grist mills, woollen and furniture factories, and a number of lesser attractions. In addition to these there are three churches, one school in which two teachers are employed, and a station on the T. G. and B. Railroad, the volume of business done at this point stamping it as one of the most important on the line named.

Schools, post offices, and other intellectual and commercial conveniences are liberally distributed throughout the township; and in most matters of a substantial or material nature, the condition of the township is one of an encouraging nature.

TOWNSHIP OF ST. VINCENT.

This township, along with Sydenham, forms the projection of land into that portion of the Georgian Bay which, lying to the west of the townships named, is known as Owen's Sound. St. Vincent is the most easterly of these townships, and washed on the north and east by the waters of the bay named, except where the Township of Collingwood projects into the bay, along its eastern border; and Euphrasia forms its southern limit. In territorial extent it comprises an area of 66,196 acres, being the fourth smallest township in the county.

This is generally conceded to be one of the very best townships in Grey, and has ever retained its superiority from the time of its original settlement. Nature has contributed with a liberal hand to the long list of advantages which have placed St. Vincent in its position of prosperity and affluence, and in no less degree have the energy and skill of her residents conducted to the same result. Its surface is in all parts rolling, being in some localities depressed into cedar swamps of small area, and in others elevated into hills, and these even assume the dignity of mountains toward the northern extremity. These features do not, however, prevent the tillage of the land to any considerable extent, but that its soil is productive and its resources carefully husbanded is proven (to those who have not been favored by an opportunity of personal observation) by the fact that the assessed rate per acre is higher in this than in any other township within the limits of Grey, and although there are but three smaller townships in the county in point of territorial extent, yet the County Valuator's latest return shows St. Vincent to lead all the other townships in assessed valuation—the figures standing at \$1,257,563 for this municipality; the nearest approach to which is the case of Normanby, with \$1,000,872. The population of St. Vincent, according to the census of 1861, was 2,993, from which number it had swelled to 4,974 in 1871. Both these estimates include the population of the territory since incorporated as the Town of Meaford, which contained about 1,700 souls at the time of its incorporation in 1874, or three years after the census referred to.

The name of this township, as elsewhere mentioned, was originally "Zero," so called by the clerks in the Land Office at York from its supposed proximity to the land of frost, but through the influence of Capt. Moberly, one of the first to locate in Collingwood township, the name of "St. Vincent" was applied to "Zero," and "Collingwood" to the township originally known as "Alta." The survey of St. Vincent was effected in 1833 by Charles Rankin, P. L. S., referred to at some length in our General History. Mr. Rankin was also the pioneer white settler of the county as well as of this township, having located and made a clearing on Lot 37, Concession 11, in the winter of 1833-4. On this clearing he built the first habitation of a representative of the Anglo-Saxon race ever erected within the County of Grey. It may also be interesting to the devotees of the god of potatoes (as some such deity has undoubtedly been erected in some consecrated portion of the Emerald Isle) to learn that the first effort of this pioneer were directed to the planting and cultivation of that wholesome vegetable, and that he was rewarded by a crop of 300 bushels the following fall. The same year, 1833, witnessed the location of several settlers in St. Vincent, most prominent among whom were "Squire" Corley and Capt. Workman, with their families. The latter gentleman was a retired British officer, and as such received a grant of 1,000 acres from the Government, where Meaford now stands. Following those named in rapid succession, came C. R. Sing, the present Reeve of the township, who purchased the Workman tract alluded to, Wm. White, Wm. Stephenson, Price Mallory, Wm. Whitelaw, James Robertson, Thos. Mitchell, Thomas Couper, and others, all of whom are since deceased except Mr. Whitelaw. Alex. Macfarlane, David Seamon, John Londry, and John Vale were also among the very earliest to locate here, and all mentioned took up land in localities somewhat remote from one another, so that nearly every part of the township had its quota of residents as early as 1836; and indeed, so rapid was the influx of settlers, that when the Mackenzie Insurrection burst forth in 1837, St. Vincent furnished a contingent of militia to assist in quelling that "ripple of unpleasantness."

At this time their nearest base of supplies, as well as their nearest post office, was Barrie, sixty miles distant, and the privations and inconveniences which these pioneers were called upon to undergo in consequence of this and other circumstances of an equally uninviting character, may be more readily imagined than described. Few of them had sufficient money to temper the rough bush life with the ordinary comforts which nowadays find a place in the most humble home in the land; their facilities for cultivating the necessary articles of food were at first of course few and narrow, and it was several years before they had sufficiently subdued the "Genius of the Wilderness" to admit of their gaining a firm grasp upon the comforts of life. As an example of the straits to which they were driven at times to secure the most commonplace necessities, it may be mentioned that on one occasion Robert Mitchell made a trip to Barrie for a barrel of salt, which cost him five dollars at the store, and this, together with the ten days occupied in making the trip with his ox team, advanced the price of that commodity to a degree which, if it prevailed at the present time, would resuscitate the salt centres of Canada, and bring forth the fiercely sought "hum of industry" from its present concealment in the recesses of deserted factories. It was not an infrequent occurrence in those days to travel all the way to York (Toronto) with a grist to be ground. Another mode employed in grinding was the mortar and pestle, and some hand mills were introduced; but the necessity of all these means was done away with by the erection of a mill where Centreville now is, near Meaford, under the proprietorship of Price Mallory, which was followed by another, erected where Meaford now stands, by David Miller. The first carding mill built in the county was that erected by C. R. Sing, in this township, at a comparatively early date, but we did not learn the year.

The first marriage which ever occurred in St. Vincent was contracted between Robert Mitchell before mentioned, and Susan, daughter of Jacob Crow. The first death was that of John Mannie, whose remains were coffined in a casket improvised from troughs removed for that purpose from the roof of a house. The pioneer school house of the township stood on Lot 4, Con. 7; and the first store was opened in Meaford by Geo. Jackson, now M.P. for South Grey, but under the management of his clerk, Mr. Layton, now Postmaster of Meaford.

It would appear that all was not harmony between the pioneers during the infancy of the township, for authentic accounts say that a feud was engendered between two certain families whom it is not necessary to name, and grew to such proportions, that being participated in by the friends of the respective families, it was continued to such lengths as to necessitate calling in the aid of the constabulary from York to preserve the peace.

The municipal representation of St. Vincent is treated of in connection with the other municipalities of the county, in our General History, at least from the date of the organization of Grey as a "provisional" county. Prior to that date, however, St. Vincent was represented in the District Council of York (to which District it was attached) by Thos. Couper (who was the first Councillor elected), and subsequently Mr. James Robertson. John Williams was the first Clerk of the township, with which office he combined that of Township Treasurer. He was one of the earliest settlers in St. Vincent, having come from Erne-town, in the County of Addington. We should add that his compensation for official duties in the connections referred to was \$16 per year. Elsewhere may be found a list of the chief municipal officers from that date to the present, but we here recite the names of the entire official staff of the township for the current year, to wit:—Reeve, C. R. Sing; Deputy Reeve, Nicholas Read; Councillors, Johnson Montgomery, Richard Street, and James Bowes; Clerk, John Alberty; Treasurer, Thomas Plunkett.

The township under discussion is well supplied with the conveniences of modern rural comfort. Post offices, schools, and churches abound, for the promotion of intercourse between, and the secular and spiritual education of, the people. Excellent highways, one of the most infallible signs of high civilization and liberal enterprise, traverse the township in all directions. Railway and water communication with outside points is easily accessible from all parts of the municipality, owing to the almost central position of Meaford in this respect. In short, there are few townships in the province that present more unmistakable signs of easy affluence and skilful progressive agriculture than meet the eye of even the most casual observer during the course of a drive through the Township of St. Vincent.

TOWNSHIP OF SULLIVAN.

This township was named in honor of the late Hon. R. B. Sullivan, who was Commissioner of Crown Lands at the time of its survey. It occupies a central position in the western tier of townships, being flanked on the east and west by Holland and Elderslie (Bruce County) respectively, while similar offices are performed by the Townships of Derby on the north and Bentinck on the south. The Garafraxa Road, which skirts its eastern border, attracted a few settlers to this township before the regular survey thereof (which took place in 1844), for the "grant lots" by which that highway was bordered laid the eastern open to settlers in 1841. In no portion of north-western Ontario, perhaps, did the pioneers encounter more genuine hardships, or more stubborn trials, in their struggle for existence (for into such their fight with the forest here resolved itself) than in this township and those immediately adjoining. An instance of the severity of the pressure of poverty to which they were subject is furnished by the case of one Barnes, who located along the Garafraxa Road prior to the winter of 1842-3. That winter "lingered in the lap of spring" with uncompromising persistency until after the middle of April following. Among the settlers money was scarce in a degree scarcely familiar to even pioneers in the woods; the means of earning money at the time and place might well be stated as positively without existence; but regarding provisions, the superlative degree of scarcity could truly be applied to them; and the settlers, besieged by hunger, were obliged to resort to the consumption of cow cabbage (a vegetable of very indifferent properties as an article of diet), which they resorted to from their snowy tombs to alleviate the fierce demands of hunger which they could not appease. The man Barnes referred to, however, subordinated his own physical demands to those of his family to such an extent that nature rebelled, and he died of actual starvation before he could obtain relief.

There were only very few settlers located in Sullivan before the general survey of the township in 1844, that task being performed by Chas. Rankin, P. L. S., in the northern half, and J. S. Dennis, in the southern. This territory did not form much attraction for settlers for some years thereafter; still the influx was gradual, and at no time stagnant from the date of its survey till a period beyond which the epoch known as its "early history" does not in strictness reach. We find by a reference to some of the earliest residents, that the McInnis family were among the very first located here, having settled as early as 1842, and that they were followed by Thomas Pringle, Thos. Mitchell, Wm. White, John McElheron, the Hamiltons and others, in such numbers, that the order of their respective arrivals is difficult to trace.

These acquisitions to the population were supplemented from year to year in gradual order, until in 1861 the township contained 1,736 inhabitants, which had increased (as estimated by the increase in the number of voters) to 2,236 in 1864; and by the last official census of 1871 we find the population stated at 3,151, and the census of 1881 will doubtless reveal a further increase since the last enumeration proportionate with the rate of augmentation prior to that date and event.

The superficial area of Sullivan is 73,440 acres, divided, in 1861, among 299 occupiers, which number had swelled to 505 in 1871, 464 of whom were owners of the land so occupied by them. The number of acres improved in 1871 was 19,106, 14,616 of which were under crop at the time, and included in this area were 278 acres of orchard.

The quality of the soil in this township is not uniform, but that portion lying to the north-west of a line drawn diagonally from its south-western to north-eastern corners is by far the better adapted to agricultural purposes, both from the superior quality of the soil itself, which is generally an easily-tilled clay, and the comparative evenness of the surface; while in the south-easterly half of the township the surface is broken by branches of the Saugeen, swamps and hills, which, combined with the numerous and formidable boulders abounding in many portions, render this part of Sullivan decidedly inferior to the other.

When the "Provisional" County of Grey was created in accordance with the "Municipal Institutions Act," Sullivan was sufficiently populated to entitle it to separate municipal existence, and was accordingly represented in the first Provisional Council which was elected within

the county her representative and Reeve for several consecutive years being Mr. Thos. Pringle. The names of those who represented Sullivan in the County Council from that date to the present may be elsewhere seen, so we will here give but the names of the municipal officers for the present year, which are as follows, viz.: John Sparrow, Reeve; Jas. Vasey, Deputy Reeve; Alex. Hunter, Joseph Pringle and John Hyslop, Councillors; Alex. Stevens, Clerk; James Beattie, Treasurer.

In spite of the natural disadvantages elsewhere noted as being peculiar to portions of this township, the general condition of public and private affairs throughout its breadth would justify the opinion that an unusual amount of skill, perseverance, and effective industry had by her inhabitants been brought to bear upon these obstacles to advancement; while in the more favored localities, the forest has long since been transformed into a succession of pleasant homesteads: and although Sullivan as a whole cannot successfully dispute the right of certain other townships of the county to a place in the foremost rank, yet both appearances and facts contribute to the belief that there exist among her people the true elements of prosperity and progress.

TOWNSHIP OF SYDENHAM.

This fine township, lying just to the west of St. Vincent, is washed on the north and north-west by the waters of Owen Sound, bordered by the town of the same name, and the Township of Derby on the west, and by the Township of Holland on the south. Its extent includes 76,000 acres, thus placing it fourth, in point of superficial area, among the townships of the county. This area was divided, according to the census of 1871, among 594 occupiers, 521 of whom owned their farms, and the whole number represented an entire population of 4,011. Of this large extent of territory only the rather small proportion of 29,998 acres were in an improved condition in 1871; including 23,191 acres under crop, and 643 acres of garden and orchard. The material progress of the township during the preceding ten years may be noted by a comparison of the above figures with the following, gathered from the census report of 1861, viz.: population, 3,021; occupiers of land, 456; land so occupied, 48,532 acres; amount improved, 15,298 acres. The assessed valuation of property within the township amounts to \$960,575, this being the fifth in point of value among the seventeen townships of the county.

The Township of Sydenham was surveyed in 1842-3 by Charles Rankin, immediately after which it began to attract settlers in considerable numbers, and the advent of new comers was uninterrupted from that time until the entire township was quite populously settled. The actual pioneer of Sydenham (outside the limits of the present town of Owen Sound, which received a few settlers about a year previously) was John McKay, an ex-soldier of the 42nd Highlanders, who located in the township, May 15th, 1841, on Lot 21, Con. B. Among the first to arrive after the township lands were fairly placed in the market, were a number of the Campbells, Thos. McDonald, Richard Carney, several representatives of the Clan Cameron, the Doyle brothers, one Armstrong and his family, including several sons, Tim Bannon, several Hogges, J. Wilson, one or more of the Morrisons, and others in such numbers that an attempt to trace the order of their respective arrivals would be a vain one; suffice it to say, however, that the influx of immigrants was rapid and steady for several years, or until the opportunities of obtaining low-priced land in Sydenham had become a thing of the past. By far the larger number of these pioneers came directly, or nearly so, from the British Isles, all three of which were and are fully represented in the population of this township; but the numbers of Scotch residents largely preponderated over either of the other two, the Irish settlers in turn considerably outnumbering the English.

Those of them who, by any chance, had imbibed the idea that life in the pioneer's hut, with its attendant responsibilities, was not irksome and laborious, were speedily undeceived, and convinced by the most forcible arguments that the conquest of the forest was not the "pastime of a drowsy summer day," but trials and hardships, fatigue, privations and exposure followed each other so rapidly, as to leave no interval between their visits. But the pioneers of Sydenham were not of a class to be daunted by the frowns with which Fortune greeted them during the first decade of their struggle with that eccentric though purely imaginary deity. It was long before even a near approximation to the most ordinary comforts of the present time was achieved; but the patient industry and untiring energy which was exercised by those "sons of toil" could have but one legitimate outcome—the accumulation of the comforts of life, which were followed in many cases by the luxuries of a backwoods residence, as Fortune became more and more liberal in her favors with each succeeding year.

Sydenham was one of the original participants, by representation, in the earliest municipal government of this portion of the Province, and when Grey was erected into a separate provisional county, Richard Carney was the gentleman favored by his fellows with the representation of this, his adopted township, in the County Council. We refer the reader to another page of this work for a list of Sydenham's representatives in that body during the time which has since elapsed.

The financial affairs of Sydenham may be approximately judged from a perusal of the following statement for the year 1879, during which (as before stated) her assessed valuation was \$960,515; amount of taxes collected, \$9,309.57; expended for school purposes, \$5,300; expended for county rate, \$2,161.29. It has also been the custom here to devote liberal sums to the maintenance of highways, and few townships can boast of better roads as a result. The situation of Sydenham is convenient to markets, both by rail and water communication. A large portion of her soil is fertile and skilfully tilled; her people are wide awake to the advantages of their situation, which they utilize to the utmost in all respects tending to their social, moral, and commercial benefit; and by the exercise of the industrious and economical habits which have ever characterized them, they have elevated their township to an enviable position among the municipalities of the Province.

BIOGRAPHICAL SKETCHES.

GEORGE JACKSON, M.P. for South Grey, is one of the pioneers of the County, his name being very prominently connected with the first settlement of Meaford, as well as the earlier and subsequent stages of development of the Town of Durham, where he at present resides.

The life of this gentleman, so far as the history of this county is concerned, is so very closely identified with its every material interest, that the most condensed sketch of it would require an amount of space beyond our command in this particular review. His long connection with public and political affairs, and management of the Crown Lands Office, are referred to under the several heads of our general and local histories.

Born in Hutton, Yorkshire, England, in 1809, he came to Canada in 1844, and after carrying on milling business for several years at Collingwood and Meaford, was appointed Crown Lands Agent in 1848 for Grey and Bruce, removing then to Durham. He was District Councillor for Bentinck and Glenelg in 1849, and first Reeve of Bentinck when the Municipal Act came into operation. He retained this office for a great many years by successive re-elections, and during the period of such incumbency he was Warden of the County of Grey for five years, three of which were consecutive. He was the first parliamentary representative of the County of Grey when it became an independent county and separate electoral division. With the exception of but one or two "breaks," he has represented either the County of Grey or one of the Ridings into which it has been subsequently divided, ever since that time, and is the present sitting member in the Commons for South Grey.

The very long period during which Mr. Jackson has discharged the duties of the most important representative positions, carries its own comment as to his popularity; and when we say that he is considered by every resident of Grey, without respect to party, as one of the best and most useful citizens who ever lived within its limits, we are speaking literally within the mark.

GEORGE LANDERKIN, M.D., of the Village of Hanover, is the son of James Landerkin, a Nova Scotian by birth, who was one of the original pioneers of Simcoe County in 1824.

The Doctor was born in that county in 1839. When in his twentieth year, he commenced his medical studies in Toronto, completing the same in 1862, since which time he has been actively engaged in the practice of his profession, having been during this period in the occupation of very many important official positions, the duties of which have always been most satisfactorily performed.

In politics the Doctor is a decided Liberal, and has always taken a great interest in the success of that party. His abilities long since brought him prominently before the people of the county as a political leader; and at the general election of 1872, he successfully opposed, for the Commons, George Jackson, of Durham, one of the oldest and most popular public men in the whole Western Peninsula. At the general election of 1874, he was again returned to the Commons for South Grey, this time against Stephen Preble, of Normanby. The great change in the sentiment of the people throughout the country, however, on the fiscal policy of the Government, resulted in his defeat, by a small majority, by Mr. Jackson, at the general election of 1878.

In his profession Dr. Landerkin is considered one of the ablest men in the Province. He has a very extensive, lucrative, and successful practice; has been Coroner of the county since 1866, and in every capacity, whether public, private, or professional, is immensely popular.

JAMES HILL HUNTER, M.P.P. for South Grey, is the youngest son of Archibald Hunter, elsewhere mentioned, by his first wife, Elizabeth Hill, of Kilbarchan, Forfarshire, Scotland, where the subject of this sketch was born. He emigrated to Canada with his parents, and received his education at the Goderich Grammar School and Upper Canada College, afterwards returning to Durham, where he commenced store-keeping, and has ever since been extensively engaged in mercantile pursuits.

Mr. Hunter has been prominently identified with municipal affairs in his own locality, having been for a number of years Deputy Reeve and Reeve of the Township of Glenelg.

His first active participation in political affairs dates many years back, he having been a strong advocate of Liberal principles since arriving at mature years. He was nominated by the Reform party to contest South Grey for the Legislature at the general election of 1875, and was successful against John Naismith, of Mount Forest, and James Hopkins, of Bentinck; and again at the general election of 1879 he was elected over James Fahey, of the Stratford Herald, by a majority of 643.

Whether in his business transactions or in his social intercourse, or as an advocate of Liberal political principles, or as an impartial representative of all political parties and every creed, Mr. Hunter is a gentleman who merits nought but praise, and receives only the goodwill of his constituents.

WILLIAM JELLY, of the Village of Shelburne, M.P.P. for the County of Dufferin, is of Irish parentage though of Canadian birth, the latter event having occurred in the County of Leeds in 1835. Here he resided till he reached the age of 22 years, when he removed to the township of Amaranth and engaged in farming, having located a U. E. Loyalist claim. In the autumn of 1864 he removed thence to the site of the present Village of Shelburne, where he erected a hotel on the Amaranth side of the county line, at a time when there was but one building within the confines of the village, as now existing.

Mr. Jelly watched the rise of Shelburne after the impetus which it received from the construction past its doors of the Toronto, Grey and Bruce Railway, and when that village was incorporated, he was elected to its Reeveship. Having attained to considerable prominence in the Conservative ranks, he was placed in nomination by that party for the representation in the Local House at the general election of 1879. The contest was of a triangular shape, his opponents being Messrs. McGee and Jebb, of Orangeville. Mr. Jelly's majority over the former of these gentlemen was 750, and over the latter 437, which is a most substantial commentary upon his popularity in a political sense; while personally he is spoken of as peculiarly genial and affable—ever ready to assist or contribute to schemes which promise a public or local benefit—and thus he has secured a host of friends.

FINLAY McRAE, Reeve of the Township of Glenelg and Warden of the County of Grey, is the son of Donald McRae, of Inverness-shire, Scotland. His father and mother were both born there in 1808, and he in 1840. The family came to Canada in 1852, and located temporarily in the Township of Dumfries, but in 1855 removed to Glenelg, and settled on Lot 16, Concession 5, where old Mr. McRae still resides.

The subject of this sketch remained with his father till 1865, when he married Mary, daughter of Murdoch McIsaac, of Glenelg, and went to farming on his own account. In 1870, however, he removed to the Town of Durham, and engaged in a general agency business. He now does more in this line than any other in South Grey, if not in the entire county, the companies represented by him including the "Canada Land and Credit," the "Dominion Savings and Investment," the "Freehold Loan and Savings," the "Huron and Erie Loan," the "Hamilton Provident," the "North of Scotland Canadian Mortgage," the "Ontario Loan and Investment," and the "Western Canada Loan and Savings" Societies, besides a number of the best class of insurance companies.

Mr. McRae's first active participation in matters of public interest dates from his arriving at the age of manhood. He has been prominently connected with school matters for nearly twenty years. In 1876 he was brought forward for the Reeveship, and defeated Mr. Edge, one of the most popular men in the county. He has occupied this position ever since, and was chosen by the County Council Warden of the County of

Grey for the current year. In politics he is strongly reform, and has worked with energy and determination to advance, by all honorable means, the interests of that party.

Mr. McRae is married the second time (his first wife having died), to Agnes, daughter of Thos. Harris, of Oakville, Ont. Whatever he undertakes he pursues with great zeal till his object is accomplished, being one of the most energetic and pushing men of the community, and always ready with his time and talents to promote the development of all useful enterprises, many of which, as connected with Durham and its locality, owe their success in great measure to his powerful advocacy.

THOMAS LAUDER, of Durham, is one of a family of eleven children of Thomas Dixon Bucastrale Lauder, an extensive farmer of the parish of Bucastrale, Cumberland, England, whence he emigrated with his family to Canada, and settled on the Garafraxa Road, in the Township of Bentinck, in 1851, where he resided till 1869, removing thence to the then Village of Durham, where he subsequently died at the age of 71 years.

Thomas Lauder first located at Port Colborne, Welland County, and was a clerk there till 1866, when he also removed to Grey County, and purchasing a farm in Glenelg, he followed the occupation of farming for fifteen years.

When the Registration Division of South Grey was set off from the whole county, Mr. Lauder received the appointment of Registrar under the Sandfield Macdonald Government, and has ever since performed the duties of the position in a manner alike satisfactory to the authorities and to the people of South Grey, which—as a Registration Division—comprises Artemesia, Bentinck, Egremont, Glenelg, Melancthon, Normanby, Osprey and Proton, and the Town of Durham. A. W. Lauder, a brother of the Registrar, is a Toronto lawyer of high standing, and represents East Grey in the Ontario Legislature.

JAMES KERR, of the Township of Euphrasia, is a native of Ireland, where he was born in 1811. Having emigrated to Canada with his father's family in 1832, he settled at first in Chingacousy Township, where he resided for fourteen years, removing to Euphrasia in 1846. During his residence there he served through the Rebellion of 1837-38, as captain of active militia.

Soon after coming to Artemesia he began to identify himself with local public affairs, and in 1853 was elected to the Township Council. Next year he was elected to the Reeveship, and held the position continuously for thirteen years, retiring in 1867.

Mr. Kerr is one of the wealthiest men in the township, owning some 1,500 acres of land, and follows the occupation of farming. He is a gentleman of intelligence and a wide range of information as well, having had good school advantages in his younger days, and been engaged for a number of years in mercantile pursuits. He has been twice married, has a family of eight children, and is one of the best specimens we have in the county of self-made men—having begun life poor—whose good abilities and steady application have earned for himself and his family the advantages of all temporal comforts, and a reputation of which any man or any family might be justly proud.

JAMES PATERSON, of Euphrasia, ex-Warden of the County of Grey, is the son of James and Margaret Paterson, of Forfarshire, Scotland, where he was born in 1814, being the eldest of a family of four sons and six daughters.

Coming to Canada in 1842, he settled in York Township, and being engaged in connection with the manufacture of linen, he there embarked in that business, which he followed successively and successfully at Dundas and in the neighborhood of Brantford till 1853, when he removed to Euphrasia, settled on a farm, and has ever since been engaged in agricultural pursuits. Three years later he commenced to take an active part in municipal affairs by being elected to the township Council, a seat he retained for ten years in succession, followed by an incumbency of eight years of the Reeveship, during which time he filled the Warden's chair. In 1860 he erected and opened a store, and was some time subsequently appointed Postmaster for Blantyre, a commission he still holds, as well as that of Justice of the Peace for nearly twenty years.

At the general election of 1874 he was selected by the Liberal party, of which he is an influential and active member, to contest North Grey against T. Scott, Owen Sound, for the Legislature, but was unsuccessful. He has and does occupy important positions in a number of insurance and agricultural societies, and altogether is one of the most active and useful public men in the county, besides having the unbounded confidence of hosts of friends, and claiming an amount of personal popularity which is excelled by none.

ROBERT MYLES, of Euphrasia, is a native of the ever green Isle, having been born in the County Fermanagh in 1832. He is the son of James and Elizabeth Myles, who emigrated to Canada with their family in 1841; and after a residence of seven years in Toronto Township, removed in 1848 to Euphrasia, where he and his worthy partner still reside at an age considerably beyond the allotted threescore and ten.

After growing to manhood, Robert spent a number of years in different parts of the United States, but returning to his old home, he has been since engaged in farming. He has held several important municipal positions, and with unqualified success and satisfaction. He was elected to the Council in 1867 and for two successive years; was Deputy-Reeve for the two following years; and subsequently, for five years continuously, its Reeve. He was a parliamentary candidate for East Grey at the general election for the Ontario Legislature, in 1879, but was defeated by A. W. Lauder.

Mr. Myles is prominently identified with the various agricultural societies as a successful prize-taker. He is likewise a leading member of the Orange Order, and is one of the best thought of men in the township of Euphrasia.

JAMES EDGE, of Glenelg, is a native of the County of Wicklow, Ireland, where he was born in 1823, and whence he emigrated with his father's family to Canada in 1844.

Settling in the wilderness of Glenelg, Mr. Edge at once applied himself to the reduction of the forest and to overcome the difficulties incident to life in the backwoods, and with a degree of success which resulted in making his family one of the most influential in the county.

The subject of this sketch became connected with public local affairs at a comparatively early age, and but very few men in the County of Grey have had a greater experience in such matters—either in the length of time covered by their period of public service, the importance of the positions held by them, or the satisfaction and ability with which administrative duties have been performed.

Among the many responsible positions held by Mr. Edge was that of Reeve of Glenelg for sixteen consecutive years, previous to which he had been two years a Councillor. During his incumbency of the Reeveship, he was chosen one term to the Wardenship of the county. Since his retirement from the Council he has been three years Treasurer of the Township of Glenelg, and has been over twenty-five years a Justice of

the Peace. He is one of the leading farmers of the township, has been ten consecutive years President of the Agricultural Society therein, and is County Master of the Grange Society.

In all his dealings Mr. Edge has the reputation among those by whom he is best known as being a gentleman of honor and superior parts.

SAMUEL EDGE, of the Township of Glenelg, is the elder brother of James, above mentioned. He was born in 1821, and his early life was a counterpart of his brother's, till we find them both transplanted from the shores of the ever green Isle to the forests of Upper Canada, among the very earliest pioneers of Glenelg, in 1844.

The incidents Mr. Edge relates of the trip of the family into Glenelg, and their subsequent experience there, are interesting and edifying—how they were obliged, in passing natural obstructions, such as swamps, etc., to cut out roads extending from seven to ten miles to accomplish a single mile, and to take their waggons to pieces, and carry over a piece at a time in crossing streams, &c., &c. These and the thousand and one other difficulties of pioneer life have been successfully overcome by Mr. Edge, who is now among the most substantial as well as the most highly respected residents of his adopted township.

Mr. Edge married, in 1847, Elizabeth, daughter of David Ellison, of Tecumseth Township—they had been schoolmates in early life, in Ireland—and their family consists of two sons and two daughters.

JAMES KNOTT, of the Township of Euphrasia, came from Sligo, Ireland, where he was born in 1814, and settled in Chinguacousy in 1844. Three years later he removed to the Township of Euphrasia, where he has always been one of the most active and enterprising of its citizens. He is a Justice of the Peace for many years, and was sixteen years continuously in the Council, the last three of which he was Deputy Reeve.

ELIJAH EDWARD KNOTT, the youngest son of the above gentleman, was born in the Township of Euphrasia in the year 1855. He received the benefits of a good education, which, with his superior natural intelligence, eminently fitted him for the satisfactory discharge of public duties. When only twenty-one years of age he was elected (for the year 1877) Deputy-Reeve of his native township, and has represented Euphrasia in the County Council ever since, being its present Reeve.

Mr. Knott's present occupation embraces a general agency for loan and insurance business. He has an office in Meaford and one at the village of Fairmount, and represents a large number of the best loan companies who do business in Canada. He is considered unusually energetic and able both in the conduct of private business and of local public affairs, and is regarded on all hands as one of the most promising of all the rising young men of the County of Grey.

JAMES MURDOCH, Reeve of Egremont, is the third son of Andrew and Jane Murdoch, of Aberdeenshire, Scotland, where he was born in 1832. In 1854 he alone of the family came to Canada, and after being for three years in the employ of Buchanan & Harris, wholesale merchants, of Hamilton, he removed in 1857 to Egremont, and commenced "life in the bush" with a young family and almost without means.

These circumstances made Mr. Murdoch no stranger to the struggles by which the severest hardships incident to pioneer life have been conquered; but his energy was in every way equal to the occasion, as his position in the community, both socially and financially, amply attests.

In 1870 he first became identified in local public affairs by being elected to the Township Council. Next year he was chosen Deputy Reeve, filling the position till 1874, when he was elected to the Reeveship, and has occupied the civic chair at the Council board ever since; and during this period (1878) served a term as Warden of the county. He has been a Magistrate for many years, and President of the Township Agricultural Society for the past four or five. A Reformer in politics, Mr. Murdoch takes a lively interest in the success of his party, of which he is quite an influential member. Both as a private citizen and a public official he has the highest opinion and greatest respect of all parties.

ROBERT LINN, of the Township of Derby, is the son of a linen manufacturer, of the County Antrim, Ireland, where he was born in 1819. He came to Canada with his father's family in 1833, settling in the neighborhood of Milton, Halton County.

When in his twenty-first year, Mr. Linn left his father's home, and was engaged for a number of years in the lumber business, where the City of St. Paul, Minnesota, now stands; but in 1847 disposed of his business there, and returning to Canada, settled in the Township of Derby, where he purchased 400 acres of land from the Government, and commenced hewing out a home in the wilderness. This object he has thoroughly succeeded in accomplishing, his farm being now acknowledged one of the finest in the County of Grey.

Mr. Linn has been prominently connected with the management of the affairs of his adopted township ever since the establishment of municipal institutions by the "Baldwin Act," in 1849. He was a member of the first Council ever formed in Derby, in 1850, and retained a seat at the Council board the greater part of the time for the next twenty years. In 1870 he was elected to the Reeveship, and held the office during 1870, 1871, 1874, 1875, 1878, and 1879, retiring from public life the present season by reason of his advanced age.

Being prominent in political affairs, and a strong Conservative, Mr. Linn has been repeatedly chosen Vice-President of the North Grey Conservative Association. He has also been President of the County and Township Agricultural Societies, and a Justice of the Peace for nearly twenty years; and possesses a public record which sufficiently attests his abilities and personal popularity.

ROBERT A. STARK, Reeve of the Township of Derby, was born in Toronto in 1845. His father was of Scottish ancestry, and by occupation a steamboat engineer, who located in that city at an early day in its history; but dying when Robert was young, the child was brought up by his grandfather.

Mr. Stark came to the Township of Derby in 1869, with nothing but his natural endowments; but by energy and close application he has overcome in a great measure the unpropitious surroundings to which early misfortunes had subjected him.

First coming to the front in municipal affairs in 1875, Mr. Stark sat that year in the Council, and during the two succeeding years filled the Reeve's chair. He ran again for Reeve in 1879 against Robert Linn, who had occupied the position for many years previously, and the election resulting in a tie, the Township Clerk gave his vote in favor of his opponent; but at the municipal election of 1880, he was returned, by a handsome majority, to the chief municipal office in the people's gift.

Mr. Stark is a Liberal in politics, and takes a very active interest in political as well as municipal affairs. He is a Magistrate also; and his intelligence and adaptability to the management of public affairs mark him as one of the most promising of the rising young men of this county.

JOHN SPARROW, Reeve of Sullivan, is a native Canadian, having been born in the County of Peel in 1839. He is the seventh in a family of six sons and four daughters, and of Irish parentage. Mr. Sparrow resided in Peel till his removal to the Township of Holland, where he lived till the year 1870, since which time he has been a resident

of Sullivan. He purchased 300 acres of land here, and his place is one of the finest in the entire township. He may be described, in relation to his private business, as an advanced agriculturist. He has been prominently identified with the management and success of the township and county agricultural societies, and is conspicuous as a breeder of fine stock.

Mr. Sparrow is a man of high intelligence, and possesses a very wide range of information. He devotes much attention as well as valuable time to municipal affairs, and his popularity as well as his ability are attested by the fact that, although comparatively a young resident of the township, he has been for the past two years in succession elected to the Reeveship over gentlemen who were looked upon as very strong candidates.

HENRY J. MIDDAGH, Mayor of the Town of Durham, is of American descent, his father and mother being both natives of New York. Old Mr. Middagh, however, was a strong British sympathizer, and soon after the breaking out of the Anglo-American war of 1812-15, he removed to British soil, and settled in the Niagara District.

The subject of this sketch is the eldest of a family of five sons, and was born near St. Catharines in 1818. He spent some years of the early portion of his life in different parts of the United States, subsequently returning to Canada, and being engaged in the hotel business in Yarmouth, Goderich, and Clinton, in succession, removing finally to the then Village of Durham in 1862. Here he was engaged many years in hotel keeping, also very extensively in the stage and mail business, in both of which he was very successful; and he is now living retired, and in the enjoyment of the reward of many years of untiring energy and honest toil.

Mr. Middagh takes an active and leading interest in public affairs; has been several years in the Town Council, and now occupies the Mayor's chair.

W. J. MCFARLAND, is the son of William and Jane McFarland, of the County Tyrone, Ireland, where he was born in 1841. His father emigrated to Canada the same year, and settling in Montreal, was engaged in the boot and shoe and leather trade in that city for a number of years. He subsequently moved to Toronto and continued same business; dying there in 1872.

Mr. McFarland was educated at the Village of Frankford; afterwards taking a professional course at the Toronto Normal School, with the view of following teaching as an occupation; but subsequently abandoned this idea, and engaged as clerk in a general store in Belleville for the period of three years, during which time his ready adaptability to business gave him sufficient knowledge of mercantile transactions to enable him to start for himself.

Having selected the present Village of Markdale—then a struggling backwoods hamlet of some half dozen shanties and inferior habitations in all—he erected a rough board building for a store; and with a courage which few men under the circumstances would bring to their aid, he opened business here in 1862. Among the difficulties he had to contend against were: first, the fact of his being a "stranger in a strange land;" secondly, the apparently hopeless task of ever working up a prosperous business in a place of the attributes possessed by "Glenelg Village," as it was then called; and last, but not least, the condition of his finances, \$400 being the extent of his means when he first embarked in an enterprise which, under judicious management and by fair dealing, has developed into one of the most successful, extensive, and lucrative of any outside the large cities.

It is unnecessary to follow Mr. McFarland through the many phases which his business has encountered. Suffice it to say, that by strict attention thereto, and a shrewdness which in almost every venture resulted in success, he now finds himself the proprietor of one of the most extensive mercantile houses in the western counties. The old board building has been replaced by a handsome three-story, basement, and mansard brick block, 34 x 110 feet, every part of which is fitted up in elaborate style for carrying on the several departments of his trade, including Post Office (he being Postmaster), all branches of general merchandising, millinery, tailoring, etc. He now employs a large staff of assistants, and does a yearly trade approaching \$100,000; besides which he is very extensively engaged in the grain trade, some 60,000 to 100,000 bushels being purchased by him each season at Markdale Station, where he has an elevator with storage capacity of over 60,000 bushels. In fact, the establishment of Markdale as a cash grain market, and its consequent development from a strictly backwoods village to a pleasant and prosperous town, is due almost solely to his efforts, he being the first and still the chief buyer not only in this place but in this whole section of the country.

Mr. McFarland is a Comr. in B. R., and has served in the Council; but his large and constantly increasing business does not permit him to engage actively in public affairs, though he evinces the deepest interest in everything tending to the development and prosperity of the county at large, and his own section in particular.

He married, in 1866, Mary Amelia Lazier, of a very old and influential U. E. Loyalist family of the Bay Quinté district. He has a delightful place in Markdale; is a most intelligent, agreeable, courteous, and popular gentleman; and although yet quite young, is on all hands regarded as one of the most promising of the "rising" men of the County of Grey.

CHRISTIAN HASENJAGER, of the Village of Hanover, is a native of Hanover, Germany, born in 1813. Having served fifteen years in the army, he emigrated to Canada on his discharge in 1847, remaining a short time in Quebec, after which he removed to the Township of Waterloo, in Waterloo County, where he wrought on a farm some two years. He married there, and removed to the new County of Grey in 1849. Passing through Durham, he was making his way to Brant Township, when he was urged by Abraham Buck (who had just erected a log shanty for a tavern on the north side of the Durham Road, in Bentinck, on the Brant townline) to settle beside him. This he concluded to do, and located also on the town line, Bentinck side, across the Durham Road from Mr. Buck. This was on the 28th March, 1849.

Mr. Hassenjager had scarcely got moved into his shanty when an Indian came and demanded food. It was supplied, and more came on the morrow, their number increasing on each visit. Finally they got ugly, and were going to scalp the Hassenjager family, when they came to the conclusion that as they were Dutch, and not English, they would spare them. After this the Indians were very friendly, and used to give a whole side of the best venison in exchange for a dish of pea-soup or a plug of 5c. tobacco. It might be mentioned that the family lived for the whole of the first season almost entirely on pea-soup made from peas brought in from Waterloo; the milk of a cow which lived just like a deer, on browse and leeks; and venison, procured as above, from the Indians.

For a long time Mr. Hassenjager's cabin was the only place in the settlement where religious services were held, the first ever held in the locality being conducted here.

The hardships and difficulties of backwoods life were encountered in an exceptionally marked degree; but they have been one by one overcome, till in his old age this pioneer enjoys the advantages and comforts which perseverance in industry and honesty have acquired.

ABRAHAM Z. GOTTWALS, of the Village of Hanover, was born in Montgomery County, Pennsylvania, in 1815, his great-great-grandfather having emigrated from Germany and settled near Philadelphia as early as 1739.

In 1842 Mr. Gottwals emigrated to Canada and located for seven years in the County of Waterloo, returning thence to the United States. But after remaining there till 1854, he came back to Canada, and selecting Grey County as his future home, located at the site of the present Village of Hanover when it was almost an entire wilderness, there being but two or three settlers at that time within a number of miles.

Mr. Gottwals opened the first store here and kept the first Post Office. After being engaged for a number of years in mercantile pursuits, he sold out his establishment, and has since been doing a general agency, loan and insurance business. He has for some time past been engaged in the manufacture of Britannia metal, in which a large number of men are constantly employed.

Mr. Gottwals has been for many years a Justice of the Peace, and is one of the most influential citizens in his section of the county.

J. R. SING, of Singhampton, is a son of Joseph Sing, a native of Ireland, whence he came to Canada, in 1814, when in his twentieth year; subsequently marrying Sarah Richmond, of an old U. E. Loyalist family of the Bay Quinté District.

Mr. Sing, who is therefore a native Canadian, removed from the east in 1848 to the new territory now composing the County of Grey, and was four years subsequently engaged in the manufacture of woollen goods at Meaford, having imported the first carding machine ever used in the county. In 1852 he removed to the present site of Singhampton (which was founded by C. R. Sing, now of Meaford), and purchased from his brother the property on which was situated the nucleus of a now thriving little town. He at once built grist and saw mills and a woollen factory, opened a store, and two years later a Post Office also, of which he was the first Postmaster.

Mr. Sing is now a very large property owner, and one of the most influential men in the Township of Osprey. Though always diligently occupied with the details of his own private business, he has held a number of public official positions with a good degree of credit. He is a Magistrate, a Commissioner in B. R., an Issuer of Marriage Licenses, and has served a number of years in the Municipal Council of his adopted township.

MARK ARMSTRONG, of the Village of Markdale, is a native of Fermanagh, Ireland. Born there in 1804, he came to America when forty-two years of age, in 1846. Landing at New York, he made his way to Canada, and settled temporarily in the Township of Markham. After remaining here for four years, he removed to Grey County, and selecting the present site of Markdale as his future location, when there were but very few settlers in the township, he made preparations to move in permanently in 1851. When he came in during that year, he brought his furniture and provision on an ox-cart—his wife driving the other cattle—and it took eight days to make the journey from Toronto to their destination.

Mr. Armstrong was the first settler and founder of Markdale, which is named from him. He is now a wealthy and prosperous farmer, and a successful stockbreeder, and is prominently connected with the local agricultural societies. In the past fifty years he has been an active and prominent member of the church, and for the past forty-five a local preacher. He is an active worker in matters which tend to the moral and intellectual advancement of the community, by every member of which he is esteemed as one whose opinion is entitled to respect, and whose example is worthy of emulation.

STEPHEN HENRY BRESEE, of the Village of Chatsworth, was born in Norfolk, England, in 1821, and settled in Cobourg, Canada, in 1836. Removing to Toronto shortly afterwards, he engaged in tailoring till 1844, when he went to Chicago, where he remained till 1851, when he came to Grey, and settled at the present site of Chatsworth, being the first resident in the place. He built a tavern here in the spring of 1852; also a store, and carried on both enterprises till 1873. He is at present retired from active business, having by over twenty years of strict attention thereto amassed a competency for himself, and earned a position in society which ought but fair dealing can build up. He owns over 500 acres of fine land, and is surrounded by all worldly comforts.

Mr. Bresee has been a number of years in the Holland Township Council, and has held the position of Treasurer of the municipality since the year 1872.

JAMES BROWN, of Durham, Township Clerk of the Municipality of , was born in the County Fermanagh, Ireland, in 1825. He came to Canada with his father's family in 1841, and settled in the Township of Wilmot. His father died here at a very advanced age, and he removed, in 1847, to the Township of , and for seven years was engaged in farming there; but in 1859 removed to the then Village of Durham, where he embarked in mercantile pursuits, in which he has ever since been engaged.

Mr. Brown served several years in the Township Council of , first as Councillor and afterwards as Reeve, and in 1859 was appointed Clerk of the Municipality, a position whose duties he has ever since performed in a manner which reflects credit upon himself, at the same time conducing to the benefit of the Corporation, and receiving the highest commendation from his fellow-townsmen for the impartial, courteous, and business-like manner in which he discharges his official responsibilities.

WILLIAM BEATON, Township Clerk of Derby, is of Scottish parentage but a Canadian by birth, his father, William Beaton, having emigrated from the land o' heather to America in 1832, and located in the Township of Vaughan. Mr. Beaton removed to the County of Bruce in 1852, and settling on Lot 4, Concession 5, engaged in farming. In 1864 he was appointed to his present position, and has ever since performed the duties connected therewith.

At the risk of affording another illustration of the old saw, that "comparisons are odious," we cannot help remarking here, that although township clerks are as a rule, throughout the whole Province, a class of men who decidedly understand their business, yet not one in twenty with whom we have met seems so thoroughly posted, so courteous and obliging, and so competent in every respect, for the performance of important municipal duties, as is the subject of this sketch; besides which, he is extremely popular as a private gentleman; and the Township of Derby is to be congratulated upon having for a public servant a man of so good parts as their Township Clerk.

ROGER LEVER, of Artemesia, is the youngest son in the family of the late James Lever, whose sketch appears elsewhere. He was born in the City of Philadelphia, U.S., where his father was temporarily residing, in the year 1818.

After old Mr. Lever came to Canada his son Roger remained in that part of the country till 1853, when he removed to Grey County, and settled first on Lot 134, north of Toronto and Sydenham Road, in the Township of Artemesia. He built the first mill in this township, near the present Village of Flesherton, and subsequently a second one some distance below Eugenia Falls, on the Beaver River.

He was engaged in the milling business nearly ten years, since which time he has followed agriculture, and is now one of the most influential and wealthy farmers in this section of the country, taking great interest in the advancement of agriculture generally, and promoting its development by material assistance, both in money and services, to the agricultural societies.

In politics Mr. Lever is strongly Conservative, and has held responsible positions in connection with the local Conservative associations.

Having married, in December, 1853, Rebecca, daughter of Andrew Holley, Esq., of Weston, Ont., they have a family of four sons and six daughters. Coming to this section in very moderate circumstances, he has by energy and industry acquired a large property; and, what is still better, possesses the esteem of a very large circle of friends, a fact which testifies to his manliness and upright conduct.

JAMES BEATTIE, of Sullivan Township, is the third son of a family of twelve children. He was born in Scotland in 1830, and coming to Canada in 1856, settled on Lot 5, Con. 5, when he purchased 150 acres of land, on which he has ever since been engaged in farming.

Almost from his first settlement Mr. Beattie has taken part in the conduct of municipal affairs. He was in the Council a number of years as Councillor, previous to 1867, in which year he was the first Deputy Reeve elected by the township. He was re-elected to the position the following year, and in 1869 was successful in a contest for the Reeveship, which he retained uninterruptedly (with the exception of a single term since) up to the year 1877, when he accepted the position of Township Treasurer, and has since performed the duties of that office.

Mr. Beattie has been for many years a Justice of the Peace, and his municipal record, as above sketched, is evidence of his ability, as well as his popularity and the esteem in which he is held by the people of his township.

JAMES GARDNER, of the Township of Sydenham, affords one of the best examples in the country of our substantial, self-made men, having come to the country very poor, and by industry and integrity having acquired a property such as few men have amassed in a like period under similar circumstances; and by a uniformly straightforward and manly course in both his social and business capacities, has established a reputation which only the possession of the most sterling attributes can attain.

Mr. Gardner owes his nativity to the land of heather, having been born in Lanarkshire, Scotland, in 1822. When twenty-one years of age he left his native country, and after settling in Canada and residing in the Township of Scarboro' five years, he removed in 1848 to Sydenham, where he has ever since remained. His whole stock when he located at his new home consisted of an axe, a saw, an augur, a hoe, and gun. He constructed a rude cabin of logs, the "chinks" of which he stuffed with moss for the first winter, having the middle of the "floor" for a fireplace, and a hole in the roof for a chimney. Without going into details, we may simply say that Mr. Gardner has experienced and conquered, unaided, the thousand and one perplexities and difficulties which beset a man without money and without friends, a stranger in a strange land, and that land an inhospitable and uninviting wilderness; and that he now occupies a position of influence and affluence, earned solely by his own endeavors. His splendid property is proof of his industry and perseverance, while the many offices of public trust which he has held sufficiently attest his popularity, and the esteem in which he is held; having been many years a Magistrate, and for twenty-two years a member of the Council, during fifteen of which he occupied the position of Deputy Reeve. He is also warmly attached to the political welfare of the country as a member of the Liberal party, as well as a life-long and active member of the Presbyterian Church; but aside from the bent of either creed or politics, he is everywhere spoken of as one of the most enterprising of Grey County pioneers, and one of the best of her citizens of the present day.

ANDREW HARDY, of the Township of Derby, was born in Stirlingshire, Scotland, in 1817. He was brought up on a farm, and emigrated to Canada at eighteen years of age. He worked as a farm-hand, and subsequently as a mill-hand in the Township of Markham, till 1849, when he came to the newly opened County of Grey, and settled on Lot 8, Con. 4, of Derby, at a time when there were only about fifteen families in the whole township.

Since Mr. Hardy's first settlement in Derby he has always resided here, and during the greater part of that time has taken quite an active and prominent part in the management of municipal affairs. He held a seat in the Township Council Board for seventeen consecutive years, and retired some four years since from participation in public matters by reason of advancing age. He is an influential member of the Liberal party, and an old-time member of the Presbyterian Church. He has been appointed to the Commission of the Peace, but always declined to qualify; and is in every respect one of the most respectable and respected residents of his adopted township.

HENRY BATES, of the Township of Melancthon, is of U. E. Loyalist descent, his grandfather having served in the royal cause during the Revolutionary War, and being obliged to flee to Canada when the father of the subject of this sketch was yet of tender age, settled on the Niagara frontier.

Subsequently Mr. Bates' father removed to the Township of Nelson, Halton County, and here Henry was born in the year 1811. After residing here till 1846, he came during that year to the County of Grey, and settled in Melancthon, a mile north of Horning's Mills, one of the very first to locate in the township.

Mr. Bates has held a variety of important official positions during his residence in Melancthon. He belonged to the old District Council for three years, during part of which time their meetings were held at the house of Mr. Donaldson, in Garafraxa. He has also occupied a seat at the Council board for a number of years subsequent to the operation of the Municipal Act, and has been a Magistrate for nearly twenty years. He is one of those who have transformed the wilderness of his native Province into the fairest of heritages for the succeeding race; and now at the allotted three score and ten, he is awaiting his Master's bidding, with the consciousness of a life well spent.

RICHARD CAMPBELL, of the Township of Artemesia, was born in Londonderry, Ireland, in 1805. In early life he was a linen weaver, subsequently joining the Sappers and Miners, and being engaged with them for five years in the Ordnance Survey of the United Kingdom.

Emigrating to Canada in 1831, he settled first near Colborne, and taught school in that place, and subsequently in Percy, Cavan, Hope, and Darlington, for a combined period of twenty-one years, when he

removed to Grey County in 1852, and settled in Artemesia, where he has ever since resided, and where he followed teaching for the further period of nearly twelve years.

Mr. Campbell was the first teacher in the township, and is now a pensioner from the superannuated teachers' fund. He has been appointed to the Commission of the Peace, but declined to qualify; has been Township Clerk of Artemesia for sixteen years, during twelve of which he was also Treasurer of the municipality; and is one of the best informed and most highly esteemed members of the community, and a man who, whatever he undertakes, does it well.

WILLIAM SUTTON, of the Township of Sarawak, is the son of an English mechanic, being born in that country in 1811. He came to Canada in 1830, and soon after his arrival came to York, now Toronto, where he resided for many years, and married NAH-NEE-BAH-WEE-QUAY, a full-blood Indian woman, the daughter of So-nee-gob, a Mississauga chief.

Removing to Sarawak in 1845, when the whole of the "Indian Peninsula" was still in possession of the aborigines, the Chippawa Indians gave him a title to a quantity of land, including Lot 33 in the 3rd Concession, where he now resides; but when the transfer was made to the Government in 1855, the claim was disallowed. John Sheridan Hogan, M.P. (subsequently murdered at the Don Bridge), introduced a bill into Parliament to restore the title of this land to Mr. Sutton; but it failed to pass. Nah-nee-bah-wee-quay subsequently went to England to have her grievances redressed, but the Colonial Office did not accede to her desires, though she was taken in hand by the Quakers, with the Right Hon. John Bright at their head, as champions of invaded Indian rights. A son born to Mr. Sutton while his wife was in England was named by Mr. Bright, who at the same time made the child a present of a beautiful silver cup, appropriately engraved.

Mr. Sutton has been, during different portions of his life, engaged in a variety of pursuits, but now follows farming. He has been a number of years in the Sarawak Council. During the Rebellion he was in active service on the St. Clair frontier. He is now an extensive farmer, and one of the most respectable and respected citizens of the township.

ROBERT MITCHELL, of St. Vincent, is one of the pioneers of that township. He is a Scot by nativity, having been born in Stirlingshire in 1809. His father dying while he was in his infancy, he found himself at an early age without means or promising prospects, and determined to emigrate to America in quest of fortune. He settled originally, on coming to Canada, in Perth, Lanark County, but after a residence of some years there, he removed to the Township of St. Vincent in 1835, when there were not a half dozen settlers within its limits. After suffering the almost indescribable hardships incident to pioneer settlement in the backwoods, combined with poverty, he at length overcame the difficulties of both, and is now for many years one of the most prosperous and advanced farmers of the locality.

He had the advantage of such education as the Parish Schools afforded, and being naturally an intelligent man, is one of the best informed in the township. He never was the recipient of any public office, although he takes a praiseworthy interest in forwarding all matters of general interest, or any scheme tending to the advancement of the general wellbeing of the community.

WM. HALL, SR., of Melancthon, settled near the Amaranth line, where there were very few families living in either adjacent township, and not a half dozen human habitations within a dozen miles in all directions. He came in 1836 from Nelson Township, where he had been living on a leased farm since his arrival in Canada in 1830, his birthplace being near Thirsk, Yorkshire, England. When he first came to Canada he was very poor, but by the time of his removal to this section of country he had saved £50, with which he bought a "U. E. right" to 200 acres, which he subsequently increased to nearly 3,000, paying yearly, for a long period of time, more municipal taxes than his whole original farm had cost; and this status was arrived at by sheer energy, combined with the greatest and most untiring industry, without the aid of friends, and in the face of difficulties and discouragements which confront all pioneers of such a country as was this.

Mr. Hall has taken a commendable interest in the judicious management of local affairs, has sat in the Melancthon Township Council, and has been many years a Magistrate. Many interesting and characteristic incidents of the early settlements are connected with his name. Born in 1803, he has the satisfaction of seeing a numerous family of children all grown to mature years comfortably settled in life, and possessing an influence and standing second to none in the country.

JOHN ARTHUR, of the township of St. Vincent, is the son of Matthew and Anne Arthur, of the County Tyrone, Ireland. Old Mr. Arthur started with his family of twelve children (of whom John was third in order of age) to America, but died at sea during the passage; and the family making their way to Prince Edward County after a temporary residence in Lower Canada, settled in the Township of Hillier. This was some time previous to the Rebellion, and when it broke over the land, the subject of this sketch joined the volunteers, and served during the continuance of the political troubles in the cavalry of Col. Wilkins, of the "Carrying Place," a man who occupied a very prominent position in old-time Canadian political and military affairs.

In early life Mr. Arthur was a strong Conservative; but a certain trial in Quebec, wherein he observed a miscarriage of justice on purely political grounds, induced a complete change in his political sentiments, and all his family have since been very actively identified with the Liberal party.

Mr. Arthur is an exceedingly intelligent and well-informed gentleman, and a man of much local influence as well as wealth. And though taking a very vigorous stand on political and public matters, and though many times urged by his fellow-citizens to run for office, he has steadily declined all offers of official preferment. In every walk of life, however, he is looked upon as one of our best citizens; and the position he has assumed and the influence he commands are the reward of industry and honesty combined.

ALEXANDER MITCHELL, of the Township of Collingwood, is a native of Linlithgow, Scotland, having been born in the year 1817, the second son of James and Agnes Mitchell.

When twenty-six years of age he emigrated to Canada and settled in the Township of Marysburg, where he lived for six years at farm service, marrying, while there, Miss Mary Gillespie.

When he came to Canada and located in Marysburg, Mr. Mitchell's entire earthly possessions consisted of the clothes on his back and a single British sixpence; and when he removed to the County of Grey and settled in the Township of Collingwood in the early part of the winter of 1848-9, he only had forty dollars to begin life with, from which small inception he has made himself the owner of 350 acres of choice land, with all the attributes of a really first-class farm property.

In 1864 Mr. Mitchell was elected to the Council, and in 1865 to the Reeveship, which he resigned the same year to accept the position of

Bailiff, under the appointment of the late Judge Wilkes, and has performed the duties of that position ever since, a fact which carries its own comment as to his ability and superior judgment.

SAMUEL WALLACE, of Egremont, was born near Belfast, Ireland, in 1801, being the second in the family of William and Mary Wallace. He came to Canada in 1827, and after spending two years in Port Hope, removed to Peterboro', where he resided nearly twenty years, engaged in contracting and building.

In 1848 he removed to Egremont, and locating on Lots 9 and 10 in the 4th Concession in that year, he became the first actual settler in the new survey of the township, when Aurora, 30 miles distant, was the nearest place where gristing could be done, and years afterwards settlers had to go to Fergus, 27 miles, to get their horses shod.

Mr. Wallace has served the municipality as Councillor, Deputy Reeve, and Reeve, for a combined period of many years, and has taken an active and leading part in the promotion and success of the local agricultural societies which owe their prosperity in great measure to the efforts of him, and a few such as him.

During the Rebellion of 1837-8 he served in the Dragoons, and was engaged chiefly on despatch and escort duty. In 1839 he returned to Ireland and brought out his father's family to Canada. He is now in affluent circumstances, having settled all his family comfortably in life, and himself retired from participation in active business.

LIEUT.-COL. WILLIAM WATSON, of St. Vincent, is a native of County Carlow, Ireland, where he was born in 1817, and where his father, Samuel Watson, was a successful merchant. At the age of nineteen he left home for Canada, and after spending about a year in the neighborhood of York (Toronto), came in September, 1837, to the forests of St. Vincent. He took up 400 acres of land here, and proceeded to effect a small clearing and erect a log shanty, which he had scarcely got "covered in" when the Rebellion broke out; and shouldering his rifle, he trudged on foot to Barrie to join a company of Simcoe Militia, of which he was chosen Lieutenant. His company was ordered to York, but on the way thither got word that the enemy had been attacked and dispersed at Montgomery's Tavern, and his company was ordered to return home. He himself, however, pushed on to York, and joined the contingent which was sent to the Niagara frontier. He served here in various capacities, both in the infantry and on shipboard, and when that force was disbanded, he enlisted in the "Foresters," in 1838, remaining with them till they also were disbanded. When the "Militia Act" first came into operation, he was appointed Major of the 4th Battalion of Grey Militia. He was subsequently promoted to a Lieut.-Colonelcy of Sedentary Militia, and still holds that rank. He has also been a Magistrate for more than thirty years. He has served as Township Councillor, and was a member of the first Council ever organized in St. Vincent. In politics Col. Watson is Conservative, and in everything, politics included, liberal in his views; while in matters relating to the prosperity of the country or the wellbeing of its people, he takes an active and leading interest.

ARCHIBALD DAVIDSON, of Durham, is the son of a Glasgow Scotchman, who emigrated to Canada about forty years ago, and wended his way to the wilds of Grey County, where he became one of the very first settlers of the Town of Durham, and where he subsequently married Elizabeth, daughter of Archibald Hunter, the founder of the place, by whom he raised a family of two sons and two daughters.

Archibald was the eldest son of this family, and is said to have been the first child born in the settlement, on the 6th June, 1846. He spent a number of years in the employ of J. H. Hunter, M.P.P., at Durham, in the mercantile business, and about four years ago embarked in general trade on his own account. He is now owner of one of the finest stores in the place, and is looked upon as a shrewd business man, being also extremely popular in his private capacity. He was chosen Treasurer of the Municipality of Durham on its incorporation, and has satisfactorily filled the position since that time, being the present incumbent of the office.

T. W. STEVENSON, of Egremont, is one of the best informed and most agreeable gentlemen in the township. He spends much of his time in literary and scientific study, among other things being much interested in meteorology. He takes meteorological observations, which he forwards to the Department to assist them in making out the weather reports.

Mr. Stevenson is a native of London, England, having been born in that metropolis in 1826. His father's family subsequently came to Canada and settled in Victoria County. He himself came to Grey in 1851; and was one of the first settlers in the "New Survey" of Egremont, i.e., with the exception of a very few along the Garafraxa Road.

Mr. Stevenson has never taken a very active part in public or municipal matters, though he sat in the council a number of years, one of which he was Deputy Reeve. He has also held a commission in the Reserve Militia for a great many years, and for nearly twenty years has been a Justice of the Peace.

ALEXANDER IRWIN, one of the pioneers of Artemesia, was born in Sligo, Ireland, in 1798, being the only son of Christopher and Eliza Irwin, of that place. His father died when he was very young, but he remained in the land of his nativity till 1850, in which year he emigrated to America, and during the same autumn settled at his present home, when the forests, for miles on all sides, were scarce yet desecrated by the woodman's axe.

Encountering the difficulties usual to the pioneers, and overcoming them by patience, perseverance, and industry, is a part of the history of Mr. Irwin's "life in the backwoods." But time and circumstance, which changes all things, now sees him comfortably situated in a country teeming not only with the necessities of life but the luxuries of an advanced age of enlightenment—a result which his own hand has been instrumental in conquering from a region clad in nature's primeval garb.

Mr. Irwin has held a variety of elective and appointive offices while a resident of Artemesia, including that of Deputy Reeve (the first ever elected in the township), and a Justice of the Peace for twenty-five years.

He married in 1820 Frances, daughter of Lieut. Burrass, of the 47th Regiment of the British army, who served through Wellington's campaigns in the Peninsula and at Waterloo, and subsequently died in India. They have a family of ten children surviving, and Mr. Irwin resides with his youngest son Henry, who is a Magistrate, and one of the leading and most prosperous farmers in the township.

ROBERT DUNLOP, Township Clerk of Euphrasia, is the son of James and Jane Dunlop, of the County Armagh, Ireland, and the eldest of a family of four children (three of whom were boys), all born in the Emerald Isle.

In 1838 Mr. Dunlop married Mary, daughter of Mathew Hamel, and two years later left Ireland for America, and settled first in Bytown, now Ottawa. After a residence of nearly five years there, he removed west, and spent about seven years at the occupation of school-teaching in the Townships of Chinguacousy and Albion. He then removed in

1851 to Grey County, and having purchased 200 acres of original "Crown Reserve" land from the Canada Company, he went to farming, and has ever since been engaged in that occupation, which he has supplemented at the same time by teaching school.

Mr. Dunlop, being a man of good natural intelligence and more than average cultivation, was looked upon by the people of Euphrasia as thoroughly qualified to perform important official functions, and in 1858 was appointed to the position of Township Clerk, the duties of which he has ever since continued to discharge in a manner which sustains the good judgment of those who originally made the selection. He is a Magistrate for Grey County, and a gentleman than whom none stand higher in general estimation.

DAVID HODGINS, of Melancthon, is the fifth of a family of nine children of Thomas and Frances Hodgins, of Yorkshire, England, where he was born in 1817, and whence he came, in 1857, to Canada, and settled on the Toronto and Sydenham Road, in Melancthon. He has ever since resided here, and being a man of means, is not of late years engaged in any active business. Though not holding public office or aspiring to public position, Mr. Hodgins takes a deep interest in all matters tending to the wellbeing of the country at large, and particularly to that of the community in which he resides, and of which he is one of the most respected members.

WILLIAM WHITELAW, of the Township of St. Vincent, was born in the Parish of Barony, Glasgow, Scotland, in 1814, and came to Canada in 1820 with his father's family, who settled in the County of Lanark. Here Mr. Whitelaw lived till 1834, when he removed to the County of Grey, and settled where he now resides, one of the very first residents in the Township of St. Vincent.

Like most of the early settlers, Mr. Whitelaw was very poor when he came here, and like many others, he, by the application of fine natural qualities, has succeeded in amassing a competency of this world's goods; and by uprightness and honesty, in gaining the confidence and esteem of all who are acquainted with him. He is an active church member, and an advocate of every enterprise tending to the benefit of the community, either morally, socially, intellectually, or commercially; and though he never aspired to official preferment, having a number of times declined the appointment to the Commission of the Peace, yet his abilities have led the people of St. Vincent to elect him to the old District Council previous to the passage of the Municipal Act, and to a seat at the Council board on a great many occasions subsequent to its operation, the duties of which were invariably performed in a most creditable and satisfactory manner.

JAMES CORLEY, of the Township of Euphrasia, was born near the city of Dublin, Ireland, August 15th, 1822. He came to Canada with his father, William Corley, who was also a native of Dublin (where he was born in 1800) in the year 1833, settling at first near York (Toronto), whence he moved to St. Vincent early in 1836, a date which shows him to have been one of the pioneers of the township. Until his death, at an advanced age, he took an active part in public local affairs, and sat a great many years in the Council.

Mr. Corley's son, James, is now one of the most prosperous farmers in the township. He bore with his father all the privations and hardships incident to pioneer life, and like many of our best men, possessed an amount of energy which surmounted them. He is unostentatious in his manner, and unambitious of preferment to public office, yet he has been many years a Magistrate, and is one of the most substantial and esteemed of all the citizens of his adopted township.

FREDERICK THOMAS WILKES, deceased, first Judge of the County of Grey, was the son of John Ashton Wilkes, a prominent citizen of Birmingham, England, who removed from his native city with his family of five sons and two daughters to Canada, in 1820, when the subject of this memoir was but three years of age.

Various members of the Wilkes family have distinguished themselves in their several spheres of life, to an extent which renders a reference to them appropriate here, though it must necessarily be very brief. Having resided six years in York (Toronto), Mr. Wilkes removed in 1826 with his family to the then wilderness of the Grand River District, as it was at that time called, and was one of the pioneers of the City of Brantford. He became the proprietor of a very large business, which extended over various portions of the Province, and was the founder of the now thriving Village of Wilkesport, Lambton County, which was named after him.

Henry, the eldest of the family, is now the Rev. Dr. Wilkes, of Montreal, for more than fifty years Pastor of Zion Congregational Church of that city, and one of the most widely known and popular clergymen in Canada.

The second son, named after his father, died in 1836. The third, James, continued his residence in Brantford, and is now City Treasurer.

The next son was the late Judge Wilkes, who after receiving his preliminary education in Canada, went to Scotland to complete it, and in due time graduated at the Glasgow University. Returning to Canada he entered the law office of Marshall Spring Bidwell, so prominently connected with Canadian politics in the early day. Having completed his studies and been in due time called to the bar, he practised first in Brantford, afterwards removing to Toronto, where he practised with great success, till chosen by the Hinck's Administration to the Judgeship of Grey, when that county was first set off with independent judicial jurisdiction. He acceptably performed the functions of this office till his death, which was very sudden and unexpected, and caused by the small-pox, at the time that epidemic visited Owen Sound.

As a public official, Judge Wilkes secured the great respect alike of suitors and the profession; while as a citizen, he was held in the highest esteem for his manly worth and kindly disposition, as well for the interest he always evinced in endeavoring to advance the moral and social wellbeing of those among whom his lot was cast.

Of the other members of the Wilkes family, William Arthur Wilkes has been for many years a well-known and popular resident of the City of Buffalo; George Samuel Wilkes, for many years an energetic promoter of the material interests of Brantford, is a prominent member of the New York City Bar; and the youngest, Charles R. Wilkes, is a well-known and highly respected citizen, and practising barrister of Owen Sound.

JAMES BEACHELL, deceased, late of Melancthon, was a native of Yorkshire, England, where he was born in 1810, being the son of James and Rebecca Beachell, of that place. He studied engineering, and spent many years in France engaged in railway engineering and contracting, in which business he was unusually successful.

Having married Ellen, daughter of James Watson, from his own native shire, he moved to Canada, and settled in Melancthon when almost the entire township was a wilderness. Locating on the Toronto and Sydenham Road, he built and kept the first tavern in the township, and also erected a saw mill in Artemesia, where Flesherton now is.

Mr. Beachell was a man of large means and great popularity. He was the first Reeve of the Township of Melancthon (to which Proton was also then united), and the first Warden of Grey County.

Removing subsequently to the Township of Scarboro', near Don Bridge, Mr. Beachell died there in 1867, in the 58th year of his age. Having left no family, and dying without a will, his fine property was nearly all squandered in litigation. He took a great interest in all public matters, and will ever be remembered in Grey County as one of its best and most popular representative men.

NATHANIEL HERRIMAN, deceased, late of the Township of Derby, was born in Massachusetts, in 1782. His ancestry was combined English and German, and his ancestors, being British sympathisers, were obliged to leave their home, and, with many others in similar circumstances, came to Canada. His father was one of the very first settlers on the north shore of Lake Ontario, having located in Haldimand Township in 1795 or 1796, when there were not more than a half dozen families within a distance of twenty-five or thirty miles.

The subject of this sketch remained in the Township of Haldimand, following farming till 1839, in which year he removed to the wilderness of Grey, and located on what was afterwards surveyed as Lot 9, Con. 1 of the Township of Derby, where he soon afterwards erected a saw mill on the Sydenham, a short distance above Inglis' Falls. From his very first advent Mr. Herriman took a prominent part in public affairs. He was one of the oldest District Councillors sent from Derby and Sydenham to the District Council of the Waterloo, and afterwards the Wellington, District; and made the journey on foot through the forest to Guelph, the seat of local government, many times, on official business. He was in all nearly twenty years in the incumbency of important municipal offices.

While a resident of Northumberland County Mr. Herriman had been a volunteer on active service during the war of 1812-15, and served with credit through several campaigns in the Provincial Dragoons.

He was active in political affairs; was an old-time Baldwin Reformer, and a warm Liberal. At the time of his death, which occurred in May, 1865, he had been over thirty years a Justice of the Peace; and in all walks of life, whether as a friend, a private citizen, or a public servant, he enjoyed the highest respect and esteem of all who ever had the pleasure of his acquaintance.

ARCHIBALD HUNTER, deceased, late of Durham, was the original pioneer of that town. Born in Kilbarchan, Renfrewshire, Scotland, in 1799, he spent his early life in the land of his nativity, emigrating to America in 1841 with a large family, and in 1842 (after spending one year in New York) located on the Garafraxa Road, at the present site of the prosperous town which he afterwards did so much to develop, and where the remainder of his days were passed.

Being a very active and energetic man, Mr. Hunter soon overcame the hardships, difficulties, and state of poverty which form part of the common lot of all pioneers, and amassed a competency of this world's goods. He was also very deeply interested and highly influential in public matters. When Bentinck and Glenelg were first organized as municipalities they were united, and he was the first District Councillor returned by them, many years prior to the passage of the Municipal Act, continuing a long time in the incumbency of that position; and during a residency of nearly forty years in Durham, no man ever came into the territory comprised within the above two townships who was more widely or more favorably known. He died, universally regretted, at Durham, on the 3rd of September, 1878, in the 79th year of his age.

JAMES LEVER, deceased, late of the Township of Artemesia, was a native of Bolton-le-Moor, Lancashire, England, where he was born February 20th, 1769. He joined the British army when a youth, and served many years as master tailor of a regiment. He left England for America in 1817, and resided some six months in the city of Philadelphia, U. S., when he came to Canada, and settled in Toronto, then Little York. Here he founded the first Methodist Society in the place, it being authoritatively stated that there was but one other member of that religious body in York at the time of his advent. He established a prayer-meeting in his house, and in 1819 the "class" had so increased that they built the first Methodist church in the place at the corner of King and Jordan Streets.

In 1821 Mr. Lever removed to the vicinity of Weston, still retaining his connection with the church at York, and performing the duties of Superintendent of the first Sunday school in the town, which he himself had organized. He lived at Weston till his death, which occurred on the 14th August, 1861, from the effects of having fallen through the open trap-door of a store on Yonge Street, Toronto, while making some purchases for a friend.

This truly Christian gentleman is represented by all who ever knew him as one of the most honorable men of his day and generation. When he went to his reward, he was followed by the deep regrets of thousands; and to this day his memory is fresh and green in the hearts of every surviving pioneer of "Little York," and of all whose past life and experience were contemporaneous with "Toronto of Old."

WILLIAM AIRTH, deceased, late Reeve of the Township of Melancthon, owes his nativity to the land of heather. Born in Aberdeenshire, in 1815, he emigrated to Canada in 1835, and after residing nine years in other parts of the Province, removed in 1854 to the County of Grey, and settled in the "Old Survey" of Melancthon, at Horning's Mills. He soon after purchased the mills property from Mr. Horning, and thereafter followed milling.

Engaging in public municipal affairs very soon after his first settlement, he was elected to the Council when quite an early resident of the place. He occupied a seat at the Council board for a great many years as Councillor, Deputy Reeve, and Reeve; and held the latter position at the time of his death, which occurred, to the great sorrow of all who knew him, in January, 1880.

Mr. Airth was an officer of Reserve Militia for many years, a Magistrate for more than twenty, and during the course of his life, a man in whom the public placed the highest confidence, and for whom a very large circle of friends possessed the most affectionate regard.

JOHN MACKAY, deceased, late of the Township of Sydenham, was born in the parish of Louth, Sutherlandshire, Scotland, in 1775. He enlisted in the 42nd, Duke of Sutherland's Highlanders, to save his father's being turned off the Duke's estate. He served through the Peninsular War under the Duke of Wellington; he was present with Sir John Moore at Corunna, and lost his arm while storming the castle of St. Michael at Burgos, as one of the forlorn hope. This, of course, ended his active military career. Among the many battles in which he took part were, Corunna, Pyrenees, Nivelle, Orthes, Toulouse, Salamanca, Ciudad Rodrigo, Fuentes d'Onor, and Burgos. He was present at the death of Sir John Moore, and helped to carry the dead hero from the field to the spot where

"They buried him darkly at dead of night,
The sods with their bayonets turning."

On being discharged from the army he married Elizabeth, daughter of George and Ellen Polson, of the Parish of Kildonan, Scotland, by whom he had a family of three sons and five daughters. He came to Canada in 1839, and after teaching school for a year in West Gwillimbury, he removed to Grey County in the spring of 1840, and on the 15th day of May in that year located in Sydenham—the first settler within the present limits of the township—on the place the balance of his life was spent.

The latter part of Mr. Mackay's life was passed so peacefully as to bear a very strong contrast to the scenes of his early years. He died in the early part of 1876, at the great age of over one hundred years.

ABRAHAM BUCK, deceased, late of the Village of Hanover, was of German descent, his ancestors having been among the early Dutch settlers in the valley of the Hudson. His father was a U.E. Loyalist, and having fought on the British side during the Revolutionary War, fled to Canada on the establishment of peace, and settled on the Niagara frontier, where Abraham was born in 1791.

Mr. Buck's younger days were spent in the neighborhood of his birth. On several occasions during his life he followed, or rather preceded, the advance of civilization, by removing from a former residence and settling on the outmost frontiers of the new settlements; and when nearly 60 years of age—winter of 1848-9—he made his last move, and located this time in the wilds of Grey County.

Coming to the present site of Hanover Village in the early spring of 1849, he erected the first white man's habitation in all this region. He kept tavern here for many years, and the genial and familiar face of the landlord of the first tavern on the Durham Road, all the way from Durham to Kincardine, is one of the best remembered and most pleasant features of the early settlement of all central and southern Grey and Bruce.

After a busy and useful life Mr. Buck died, universally regretted, in 1875, in the 86th year of his age.

ANDREW FLEMING, deceased, late of the Township of Derby, was born in Perthshire, Scotland, in 1799, and was a stone mason by trade. Having married in 1824, he had a family of nine children, six of whom were sons and three daughters, all but one being born in Scotland.

Emigrating to Canada with his family in 1843, Mr. Fleming settled temporarily in the Township of Vaughan, but having a large and growing family, he determined to go where he could get cheap land for his sons, and in 1848 came into the County of Grey, and after prospecting for a location, selected 400 acres in the Township of Derby. Being a man of untiring energy, and his frugal habits having been early inculcated into his family, they soon found themselves on the road to wealth.

Mr. Fleming died, universally regretted, in 1869, at the allotted threescore and ten, and left a family of sons who, for intelligence, industry, and all the attributes of agreeable gentlemen and successful business men, are nowhere surpassed—as a family—in the entire county of which they have been among the most enterprising pioneers.

JAMES BEITH, deceased, late of Owen Sound, was born in Argyllshire, Scotland, in 1820. At an early age he came to Canada, and located at Owen Sound, then Sydenham, among its very earliest settlers, where he was for years extensively engaged in fur-trading. He married Elizabeth, daughter of John Telfer, the original pioneer of the place, of whom a short memoir appears in our local sketch of the county seat.

During his lifetime Mr. Beith was one of the most highly esteemed residents of this community. He died some years since, while yet a comparatively young man, leaving his widow and a daughter to mourn their loss. Mrs. Beith still survives, and is the earliest settler of Owen Sound now living. Her daughter Helen is the wife of Archibald Davidson, one of the most prosperous business men of the Town of Durham, and Treasurer of the Municipality.

WILLIAM BATTY, deceased, late of the Township of St. Vincent, was the son of Robert and Mary Batty, of Yorkshire, England, where he was born in the year 1825, just previous to the departure of his father's family to America, where they settled in York (Toronto) the same season, and afterwards resided there a great many years.

While here, William married Janet, daughter of James Robertson, from Perthshire, Scotland, in 1848, and moved thence to St. Vincent, which was his home till the day of his death, which occurred in 1873, and through which the community lost one of its most highly esteemed members.

While living in York the Rebellion took place, and Mr. Batty, though a mere boy, joined the militia, and was in active service throughout the existence of those political troubles. He always evinced a commendable interest in public local affairs, having been a member of the first municipal Council of St. Vincent, and for many years thereafter occupying a seat at the Council board, and was for a long time also prominently connected with the local agricultural societies of the county.

JOHN P. COULSON, deceased, late of Owen Sound, was of Canadian parentage, his father being William Coulson, a native of Quebec, and his mother, Mary, daughter of Hon. Richard Hatt, of Dundas.

The subject of this sketch was born in 1829, on his father's farm at Burlington Heights, and lived there till twenty-five years of age, when he removed in 1854 to the then embryo Town of Owen Sound. With the proceeds of his savings from some business speculations before leaving home, he here purchased from a Mr. Orr a little tavern, the first ever built in the place, on the site of the present "British Hotel," which he rebuilt, as it now stands, in 1856.

Mr. Coulson was a man of the most unbounded popularity, and of the greatest energy and enterprise in his business. He owned at one time hotels in Owen Sound, Guelph, Meaford, and Petrolia; and operated stage lines from Owen Sound to Guelph, Hamilton, Collingwood, and Southampton, besides carrying on other enterprises.

A failing constitution compelling his retirement from active business, Mr. Coulson travelled much to regain his shattered health—visiting, among other places, Florida, Central America, the Pacific Slope, and the Sandwich Islands—but all in vain; and on the 9th November, 1871, he ended his mortal career in the midst of home and friends, leaving a family of five children to mourn his loss, and a record, as a business man, a father, friend, and a man of honor and integrity, more eloquent than a volume of written elegies.

WILLIAM SILK, deceased, late of the Township of Melancthon, is a native of Wiltshire, England, being the second in a family of eleven children of William and Sarah Silk, also natives of that shire.

Born in 1799, he emigrated to America in 1832, and after spending between two and three years at Hamilton, Ont., removed in 1838 to the "Old Survey" of Melancthon, among the very earliest settlers in that township. Mr. Horning, the first settler in the township, sent his ox-team to Hamilton to bring in Mr. Silk's family, and the journey from Hamilton occupied five days. When he came here he had but \$2.50 in money, a scanty supply of household goods, and a family of four small children. He took up a lot near Horning's Mills, and wrought three

years for Mr. Horning, spending his spare time night and morning in improving his place, and by the exercise of diligence and energy succeeded, from the most unpromising beginnings, amid the most unpropitious surroundings, in overcoming the adversities of fickle fortune, and placing himself in such a position that he was afterwards enabled to present each one of his children with a good farm.

Many are the amusing incidents related of the early experiences of the Silk family. The first waggon ever built in the township was made by Mr. Silk. As soon as made, he loaded 400 lbs. of maple sugar upon it, which he had just manufactured, and taking it all the way to Hamilton, sold it for \$40. With this money he bought leather and a barrel of salt. His oxen being unshod, and the hills being icy (it was early spring), he was obliged to unload the salt at the bottom of every hill, roll it to the top with his wife's assistance, and then reload it. In this way it was estimated they had rolled the barrel several miles in the aggregate; but at last they reached their destination, and all the family soon had new shoes from the leather he bought—the first they had had since coming into the settlement.

Mr. Silk, who was highly esteemed in life, was as deeply lamented in death, when, on the 16th August, 1878, he resigned his spirit to God who gave it, and left over sixty children, grandchildren, and great-grandchildren to mourn his loss.

JAMES ROBERTSON, deceased, late of the Township of St. Vincent, a native of Glasgow, Scotland, was one of the pioneer settlers of the County of Lanark, U.C., in 1820. After residing in the Township of Dalhousie for sixteen years, he removed to St. Vincent in 1836, a date which shows him to have been one of the very earliest settlers; and the many hardships he endured may be judged from the related fact that he on more than one occasion went all the way to York (Toronto) with a grist, carrying it the entire distance on his back.

From his first residence Mr. Robertson took an active part in municipal affairs, having been one of the old District Councillors for St.

Vincent while that township was still a part of Simcoe County, and the District Council sat at Barrie. He was a Justice of the Peace for a great many years. He died, regretted by all who knew him, at the ripe old age of 86.

His son Duncan, who was born at Glasgow before his father's family left Scotland, now occupies the old homestead in St. Vincent, and is one of the most respected and intelligent farmers of this section of country.

THOMAS J. WATSON, deceased, late of the Township of Melancthon, was the second child and only son of James and Jane Watson, of Hull, Yorkshire, England, where he was born in 1823. He was educated for a civil engineer, and followed that profession for some years in his native country, but emigrating to Canada in 1849, he took up a temporary residence in the above township. He only remained here two years, however, after which he lived in Quebec, New Hamburg (Ont.), and Shakespeare (Ont.). While at the latter place he built that section of the Grand Trunk Railway between Baden and Stratford, and a portion of the Perth County gravel roads. In 1869 he returned to Melancthon, where he remained till his death, in 1875, leaving a widow, six sons, and two daughters to mourn his loss.

Mr. Watson's life was almost wholly spent in engineering and contracting. He was engaged from time to time in a great many very important public works contracts, and had the reputation everywhere of being a first-class man in his profession, as well as an upright and honorable gentleman in all his business relations.

ROBERT TAYLOR, deceased, late of the Township of St. Vincent, was born in Yorkshire, England, in 1796, emigrating to Canada in 1820. Having first settled in the County of Frontenac, he engaged in farming, and there resided till 1846, when he came to the County of Grey, and purchased 200 acres of land in St. Vincent, whereon he resided till his death, at fourscore years of age, in 1876.

Mr. Taylor was twice married; first to Catherine Laycock, of Yorkshire, England—secondly to Janet Lindsay, of Montrose, Scotland.

During the whole period of his manhood he was a zealous member of the Wesleyan Church, and spent over fifty years of his life in active preaching and exhorting, and was one of the most prominent landmarks of the church in those parts of Canada where he was so long and so favorably known.

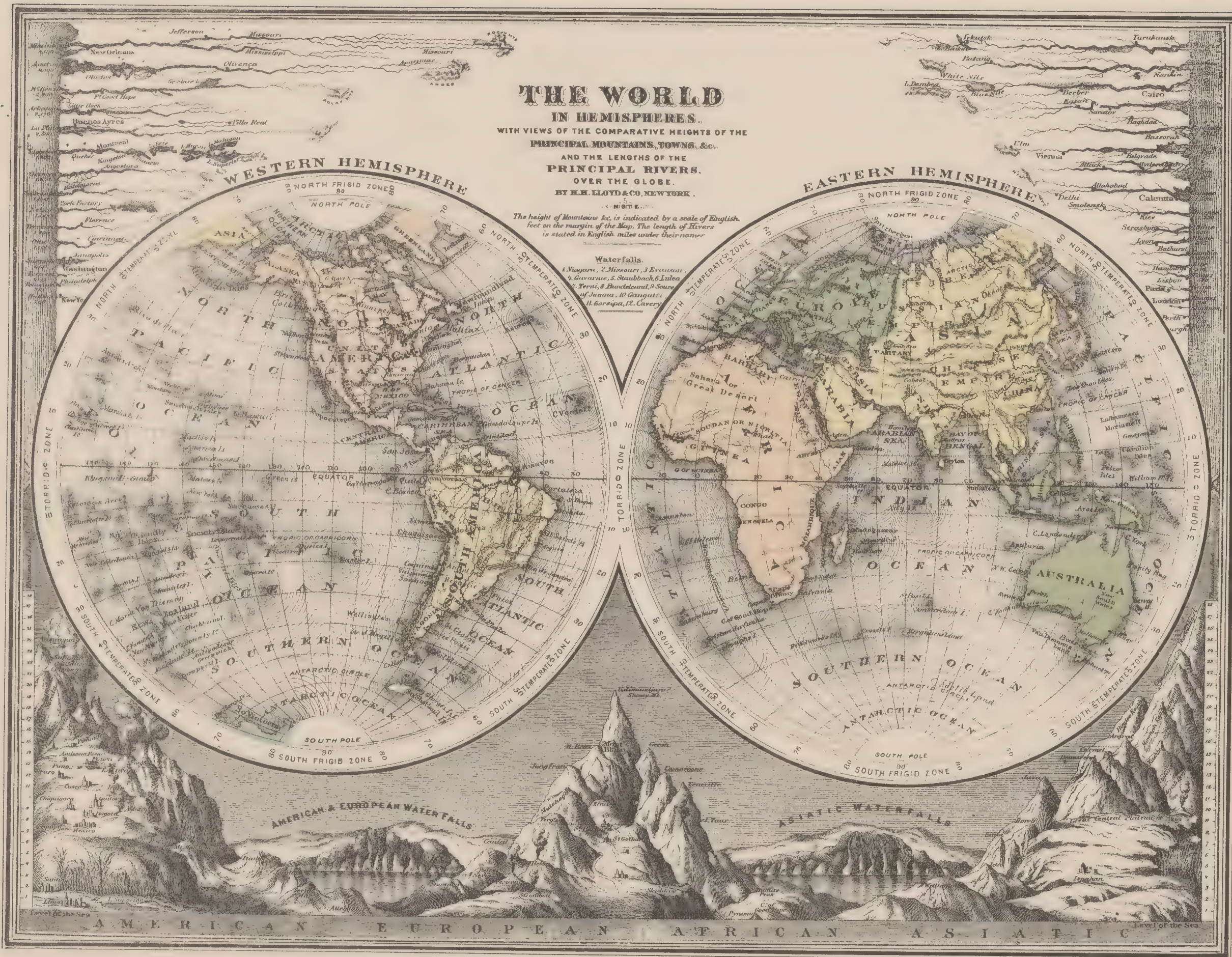
ROBERT RICHARDSON TAYLOR, a son of the above gentleman, who was born in Portland Township in 1831, resides on the old Taylor homestead, and is married to Mary Anne, daughter of Robert McCausland, a native of Ireland, who was one of the pioneers of Toronto Township. He is one of our best specimens of well-to-do and intelligent farmers. He never sought or would accept official positions, but, like his father, is a prominent and active member of the church, and among the citizens of the township at large no one is more highly esteemed.

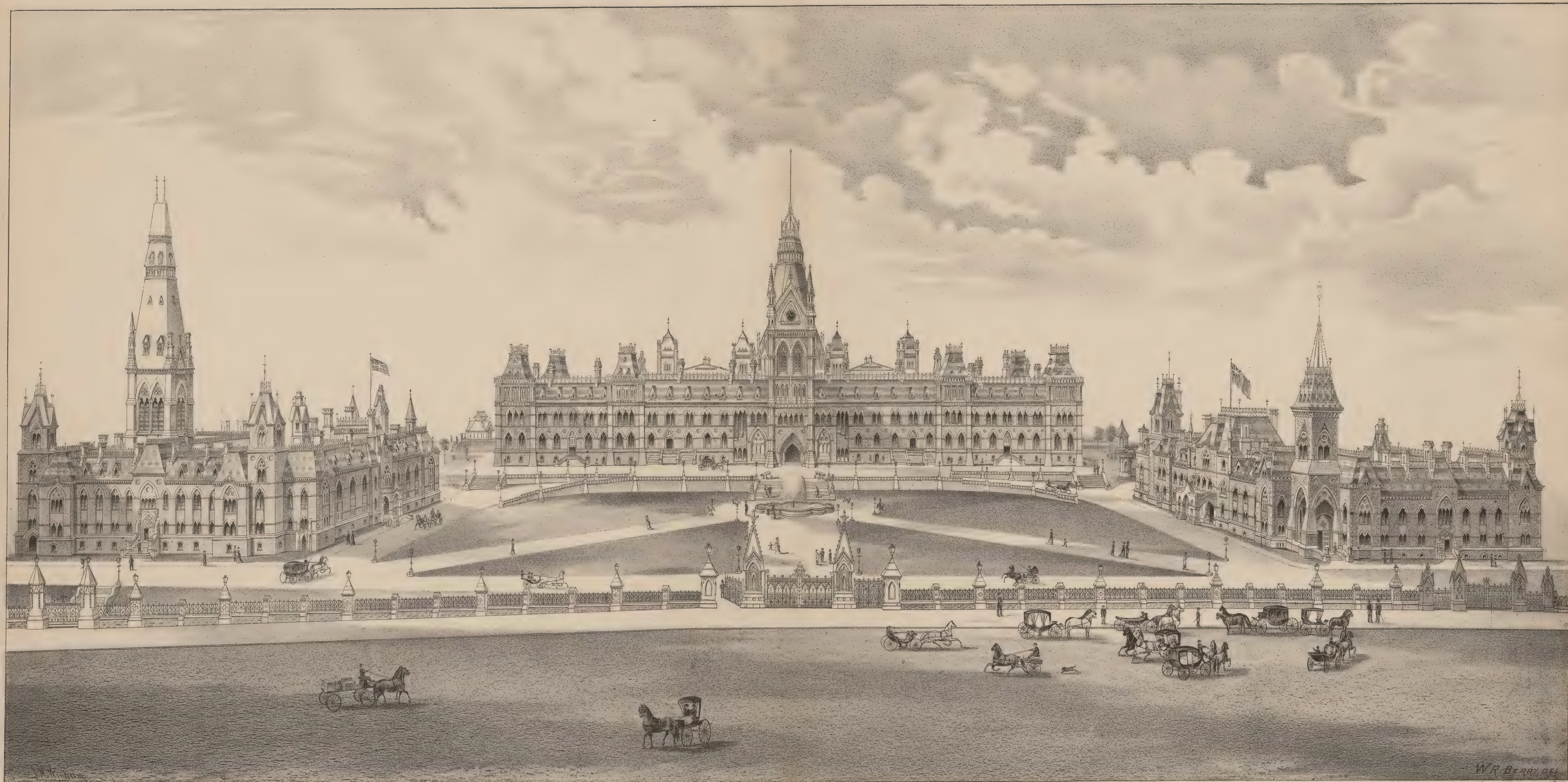
JAMES GIBSON, deceased, late of Osprey, was born in Forfarshire, Scotland, in 1820, and came to Canada in 1849, settling in Osprey in November of that year.

When the Township of Osprey was set off as a separate municipality in 1852, Mr. Gibson was the first Clerk chosen; and ever since that time, up to his death in 1879, he continued to discharge the duties of the position. He was a Justice of the Peace, a Commissioner in B. R., and a Captain in the Reserve Militia. Naturally of a disposition which precluded the spirit of partizanship in any cause, and occupying an official position in the interest of *all* parties, Mr. Gibson's participation in political affairs was of a passive nature; though in every public question which affected the interests of the community at large, or his own section in particular, he evinced the greatest sympathy, and exercised no small influence.

Possessing more than ordinary intelligence, and a disposition and manner which attached to him the affections of the people of Osprey, no public servant has exhibited a more satisfactory official stewardship; nor has any been more sincerely mourned when his allotted task among his fellows was performed.







DEPARTMENTAL BUILDINGS.
(WESTERN BLOCK)

Entered according to the Act of the Parliament of Canada, in the Year One Thousand Eight Hundred and Twenty Nine by H. Holden & Co. in the office of the Minister of Agriculture.

THE PARLIAMENT BUILDING

DEPARTMENTAL BUILDINGS.
(EASTERN BLOCK)

PARLIAMENT SQUARE,
OTTAWA, ONT.





RT HON. SIR JOHN A. MACDONALD K.C.B., K.G.C.I.

HON. SIR CHARLES TUPPER K.C.M.G., C.B.



HER ROYAL HIGHNESS, THE PRINCESS LOUISE.



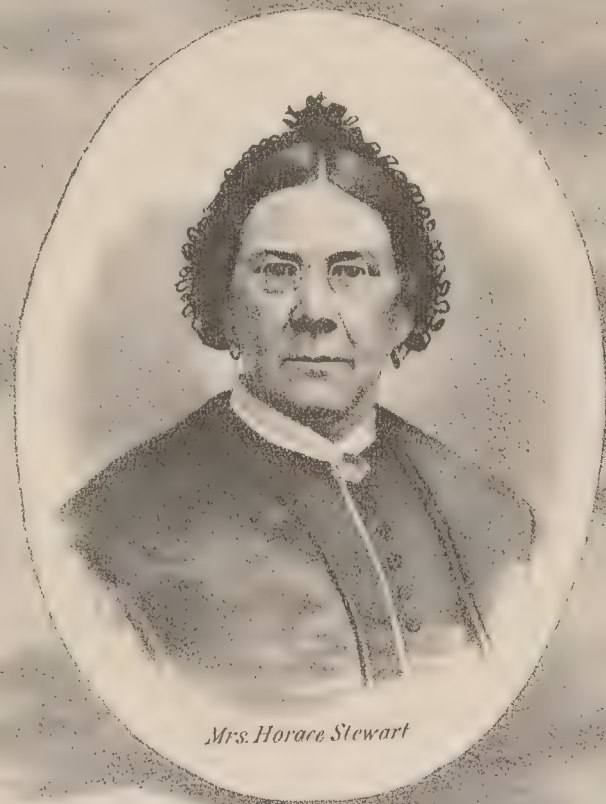
HIS EXCELLENCY, THE MARQUIS OF LORNE.



THE COUNTESS OF DUFFERIN.



THE EARL OF DUFFERIN.



Mrs. Horace Stewart

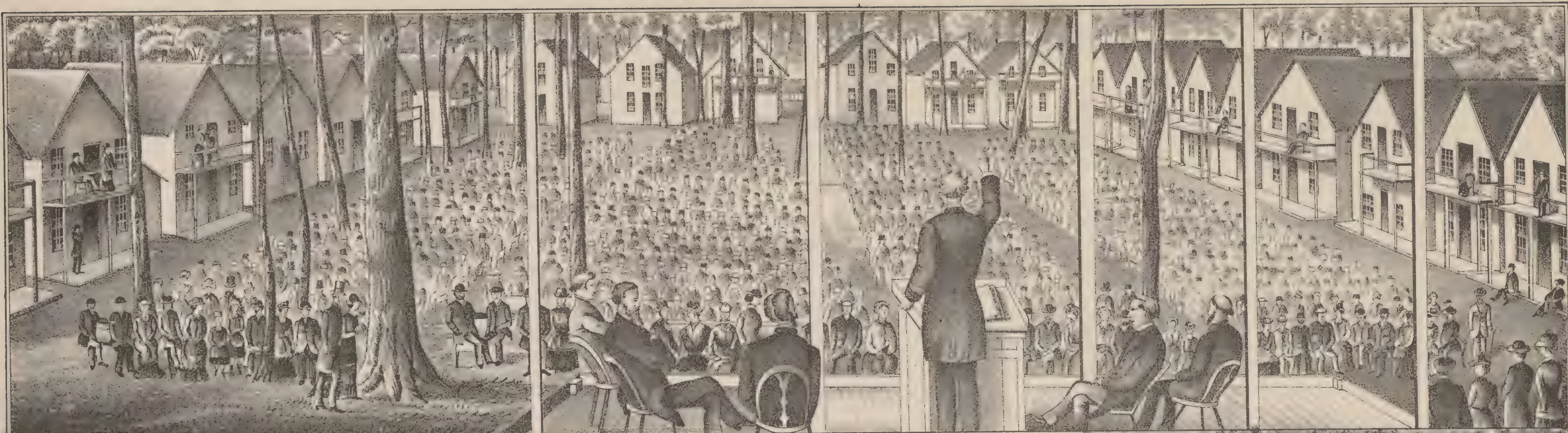


Horace Stewart.



RESIDENCE OF MR. H. STEWART ,

BEEBE PLAIN, STANSTEAD TP. STANSTEAD CO. P.Q.

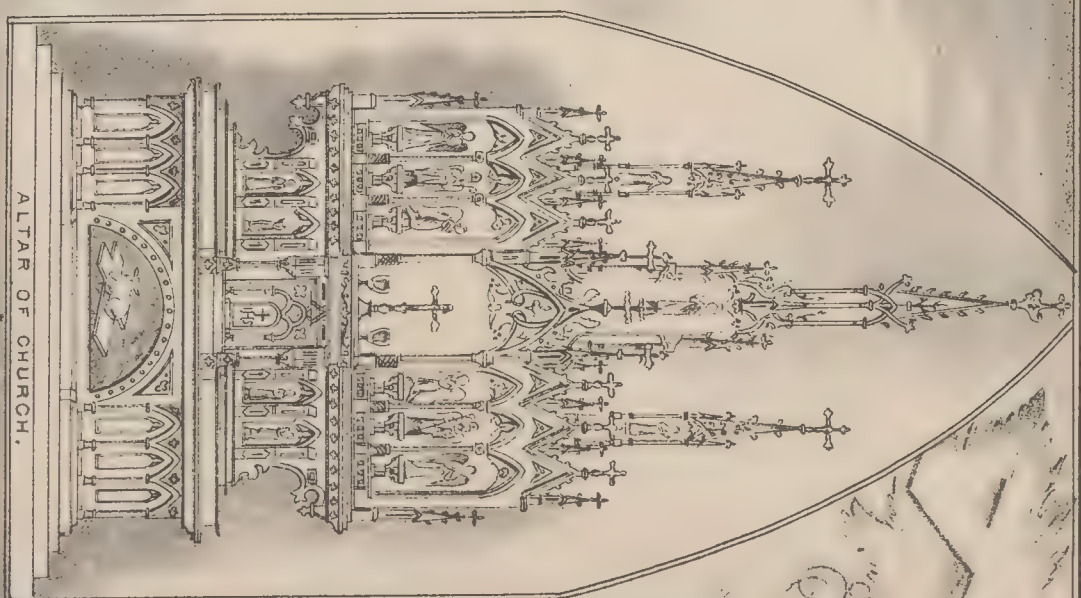


INTERIOR VIEW



THE BEEBE PLAIN ADVENT CAMP GROUNDS—INSTITUTED, 1874—INCORPORATED, 1875.

REV. P. J. MADDIGAN, PASTOR



ALTAR OF CHURCH.



ACADEMY OF OUR LADY OF LOURDES.

CHURCH OF THE SACRED HEART, WALKERTON, ONT.

RES. OF PASTOR.



RESIDENCE OF MRS I. BUTTERS, STANSTEAD PLAIN, STANSTEAD CO, P.Q.

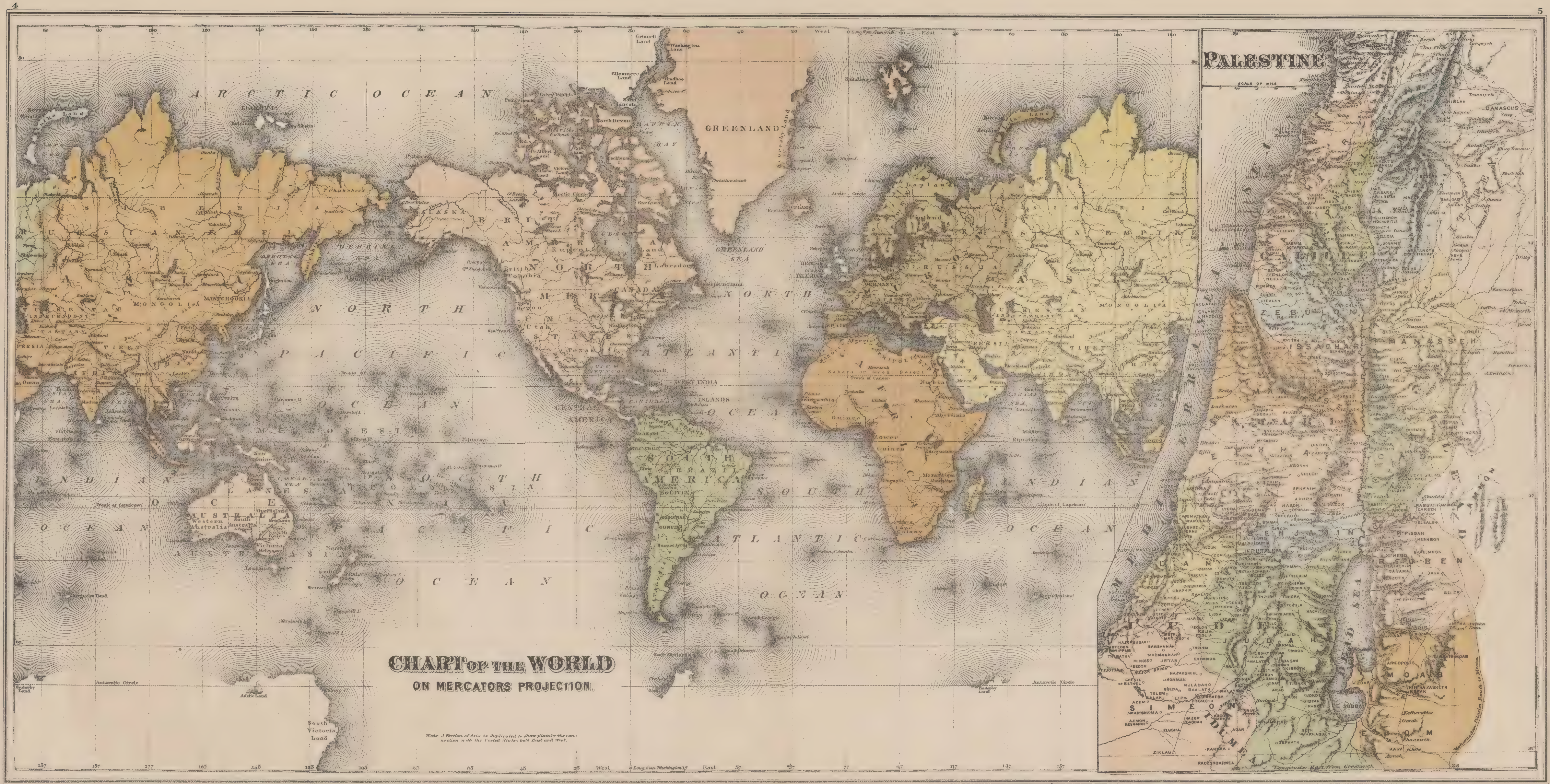
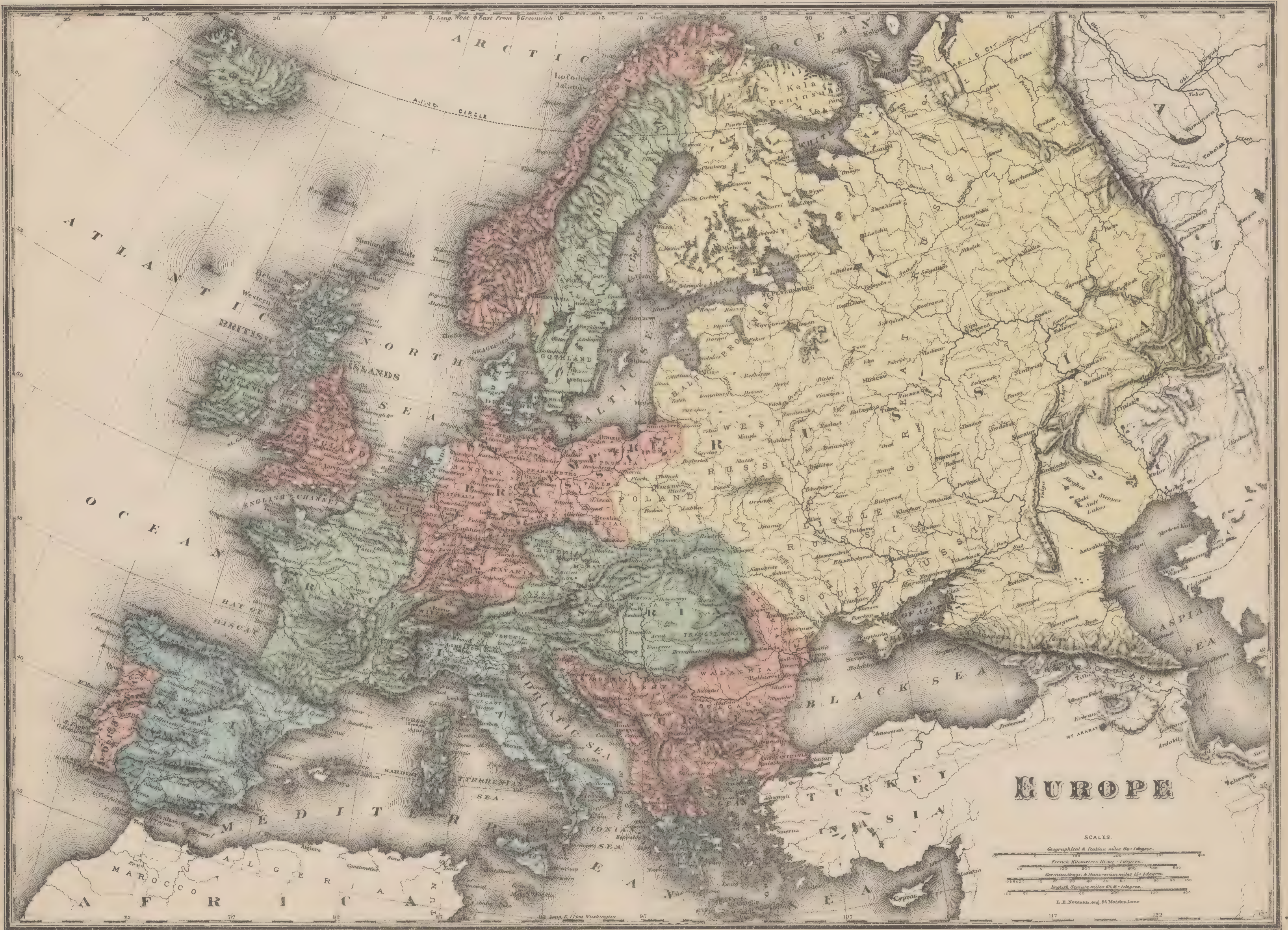


CHART OF THE WORLD
ON MERCATORS PROJECTION.

Note: A portion of Asia is duplicated to show plainly the connection with the United States both East and West.





EUROPE

SCALES.

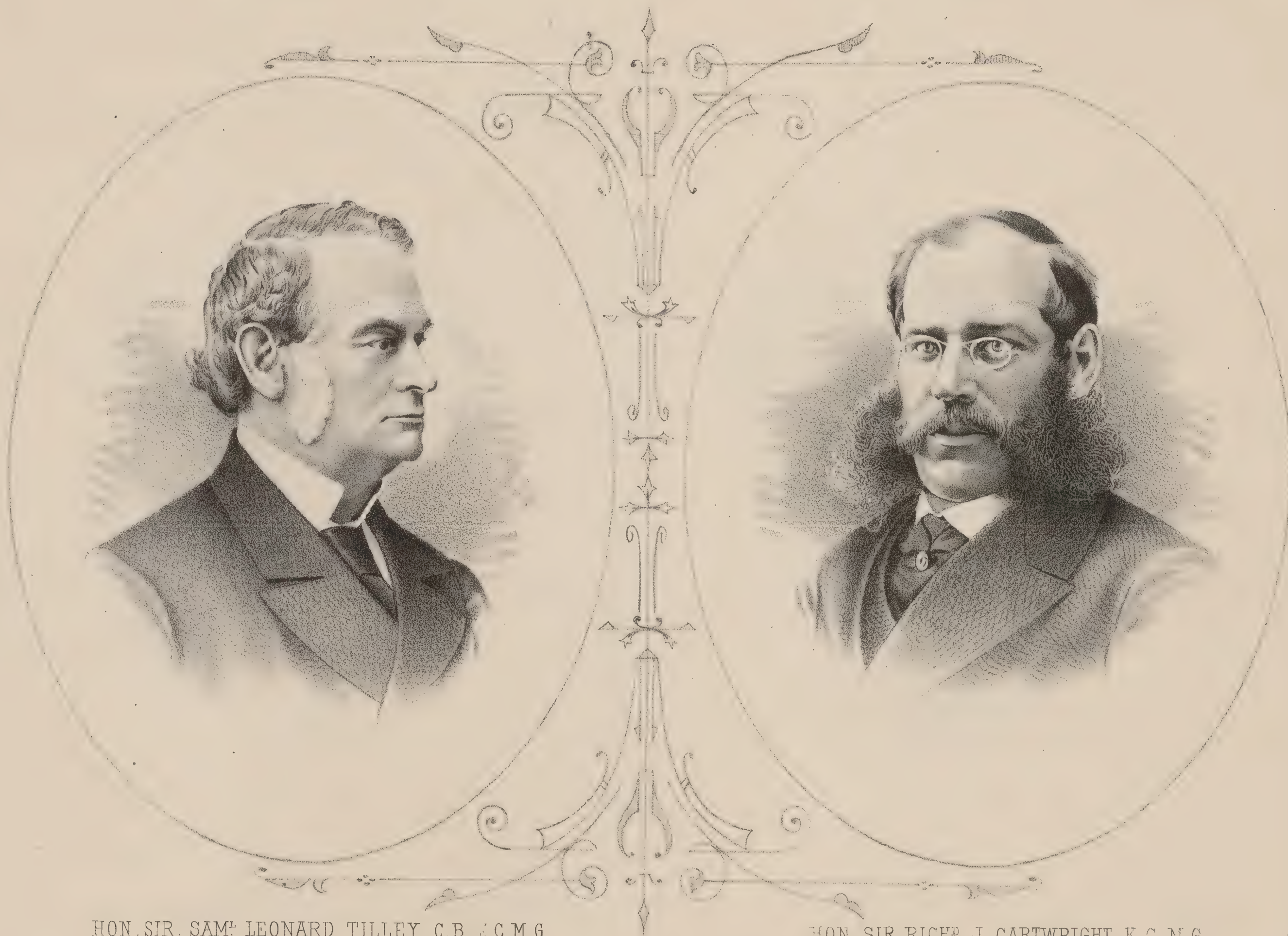
Geographical & Italian miles 60 = 1 degree.

French Kilometres 111.32 = 1 degree.

German, Saxon, & Hungarian miles 15 = 1 degree.

English Statute miles 69.16 = 1 degree.

I. E. Neuman, engr. 85 Maiden Lane.



HON. SIR. SAM^L LEONARD TILLEY, C.B. & C.M.G.

HON. SIR RICH^D J. CARTWRIGHT, K.C.M.G.



HON. ALEXANDER MACKENZIE

HON. EDWARD BLAKE.





ASIA

Scales
Geographical & Italian Miles 60 1 degree
Russian Versle 106 1 degree
Indian Kos. 40 1 degree
English Statute Miles 69 1 degree





"FERNCLIFF" THE RESIDENCE OF W. G. MURRAY, ESQ., MASSAWIPPI, STANSTEAD CO., QUEBEC.



European Possessions in Oceania.

Great Britain	Australia, New Zealand, & Chatham Islands, Tonga, New Caledonia, Norfolk, Phoenix, & Line Islands, & various other islands.
Netherlands	Dutch East Indies, Java, & Madura, & various other islands.
France	French Polynesia, & various other islands.
Spain	Philippines (part), & various other islands.
Portugal	Timor (part of) & various other islands.





RESIDENCE OF **MRS. T. LEE TERRILL**, STANSTEAD VILLAGE, STANSTEAD CO. P. Q.





NORTH AMERICA

SCALES:

Geographical & Italian Miles, 60 = 1 degree.

Mexican Leagues 26.4 = 1 degree.

English Statute Miles, 69.16 = 1 degree.

Heights in English Feet
above Sea Level.

Longitude West of Greenwich



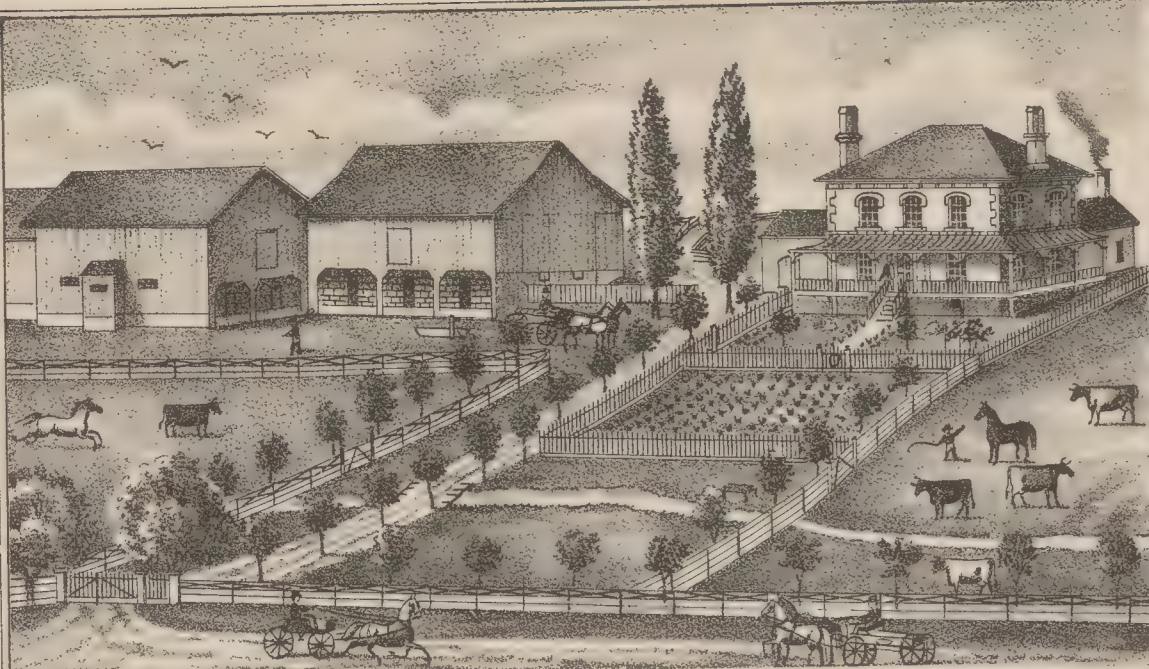




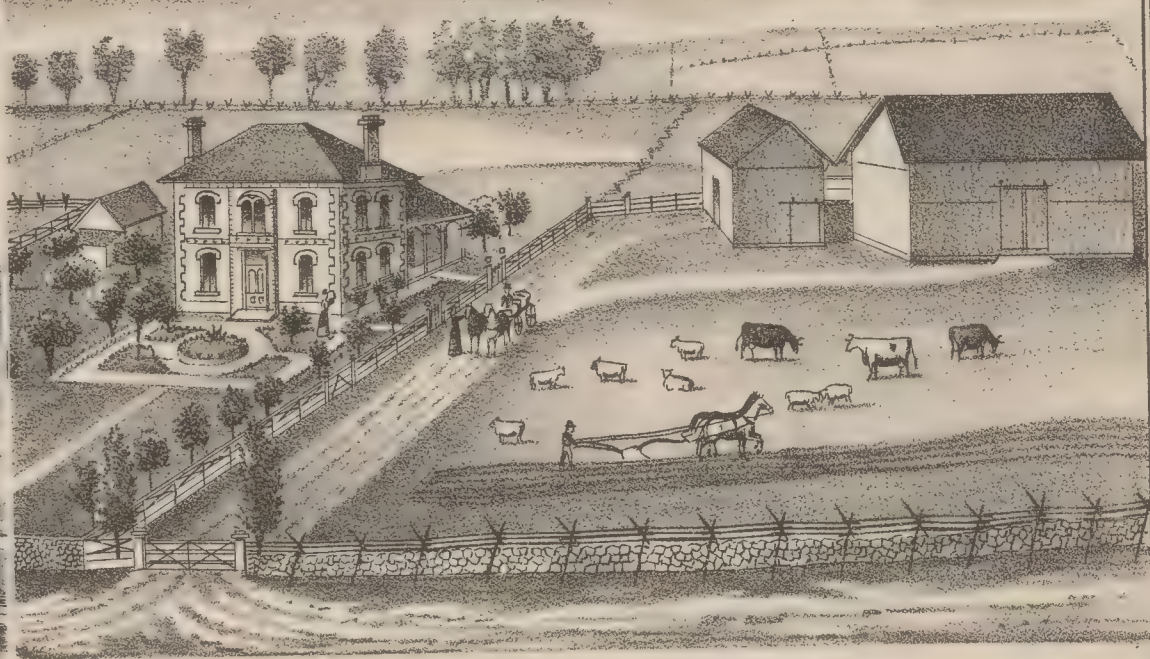
PONY EXPRESS MAIL & TELEGRAPH ROUTE
Table of Distances

St. Joseph	0	0
Fort Kearney	264	282
Fort Laramie	350	441
Fort Bridger	400	1,082
Salt Lake	117	1,150
Red Valley	256	1,445





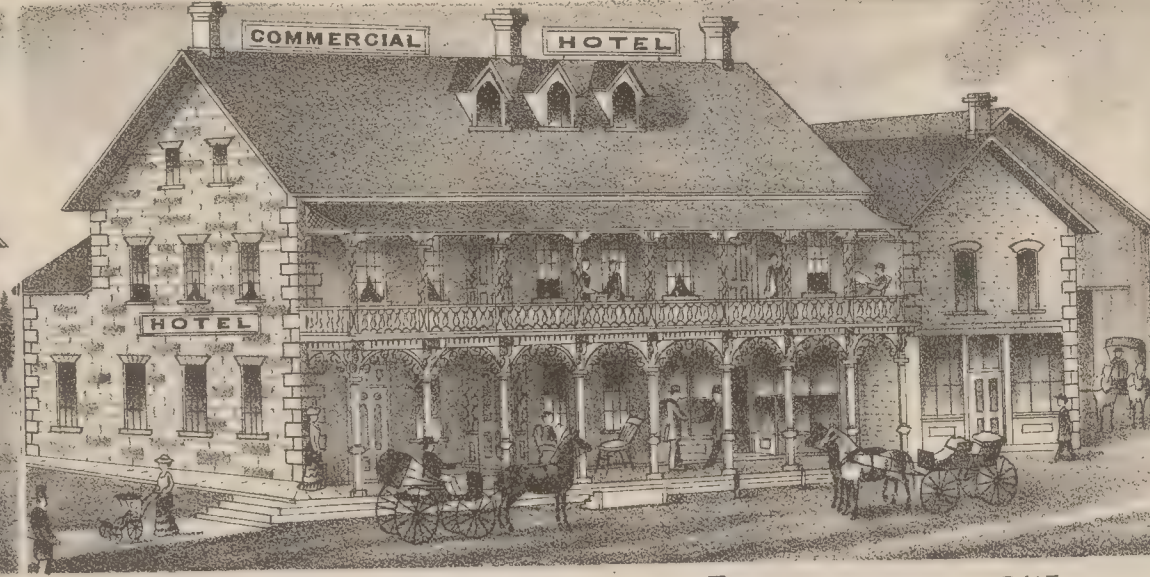
RES. OF **WM ESPLAN**, CON 4, LOT 5, ARRAN TP BRUCE CO., ONT.



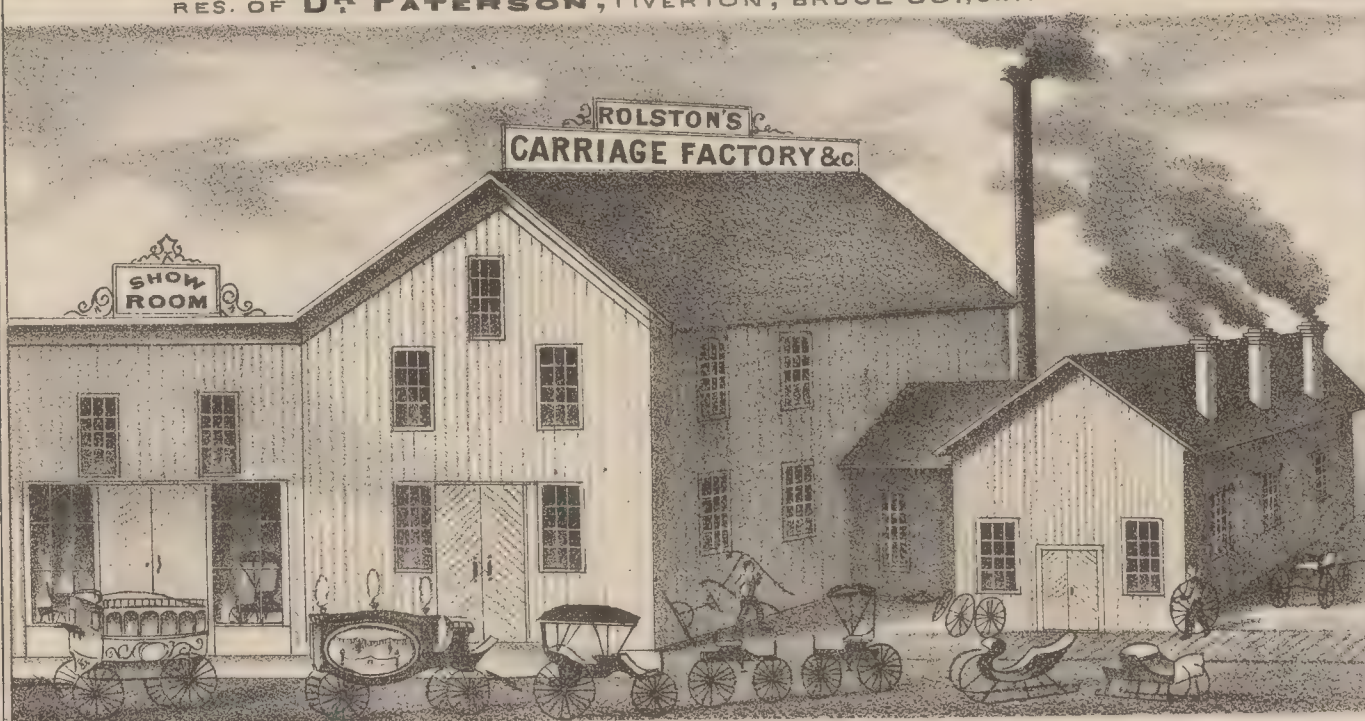
RES. OF **WM GRANGE**, CON 1, LOT 11, ARRAN TP BRUCE CO., ONT.



RES. OF **DR PATERSON**, TIVERTON, BRUCE CO., ONT.



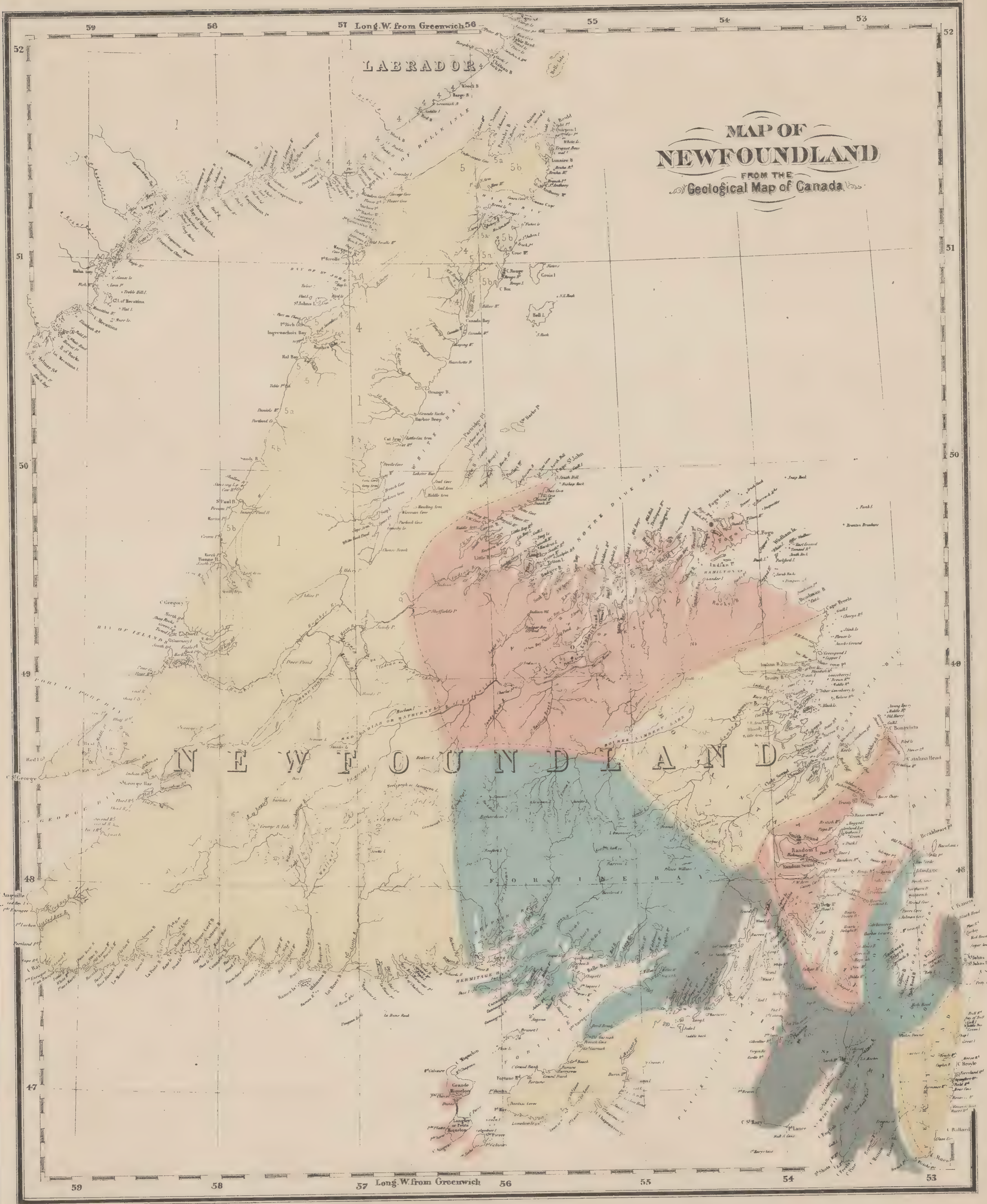
COMMERCIAL HOTEL, **E. SALYERS**, PROP. MILD MAY, ONT.



CARRIAGE WORKS AND RESIDENCE OF **JOHN ROLSTON**, WALKERTON, ONT.



MILLS AND RESIDENCE OF **ANDREW MCLEAN**, CON 14 LOTS 19, 20 & 21, CULROSS TP BRUCE CO. ONT.
FARM CONTAINING 300 ACRES





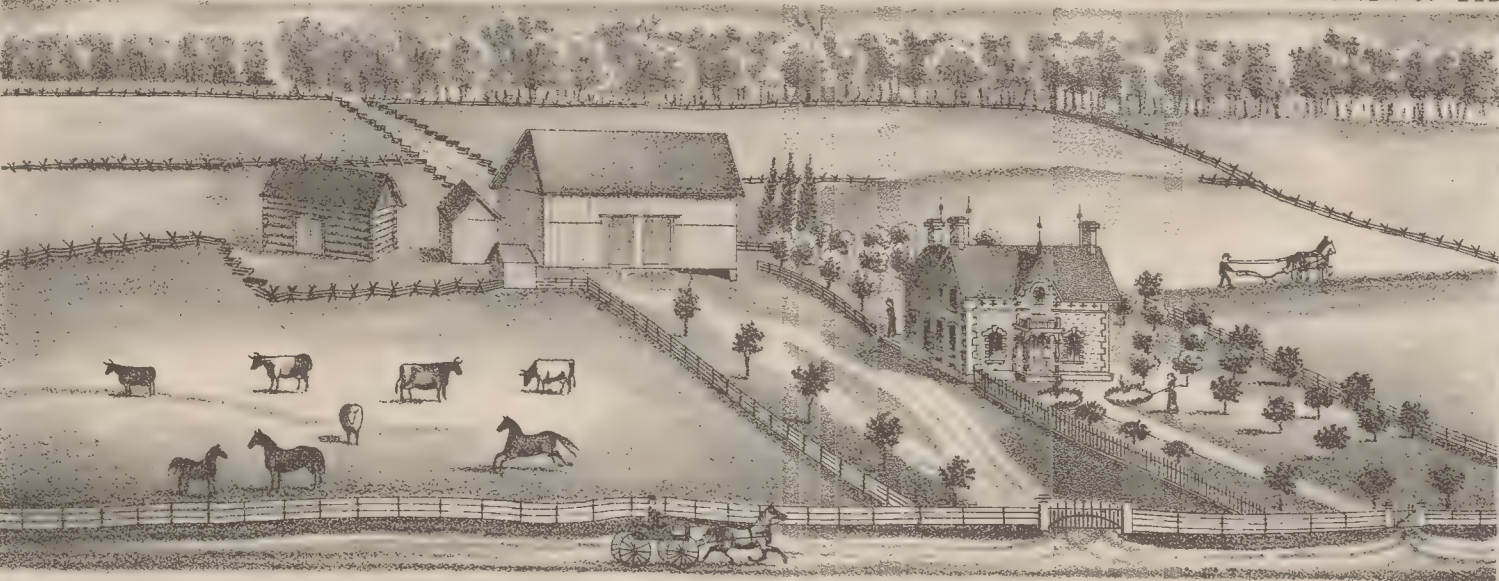


R. B. CLEMENT'S BLUE SPRING FARM-3 MILES EAST OF WALKERTON, BRUCE CO. ONT.

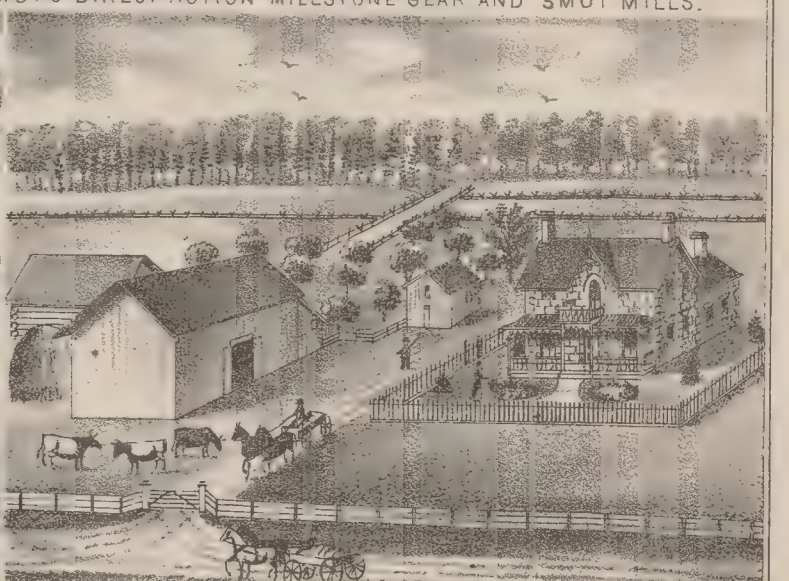


CHESLEY MILLS, RAMAGE & VEITCH PROP^{RS} CHESLEY, BRUCE CO.

FOUNDRY OF WILLIAM ELLIOT, CHESLEY, ONT.
MANUFACTURER OF ELLIOT'S DIRECT ACTION MILLSTONE GEAR AND SMUT MILLS.



HOME OF JOHN WARD, CON 12, LOT 30, BRANT TP. BRUCE CO.



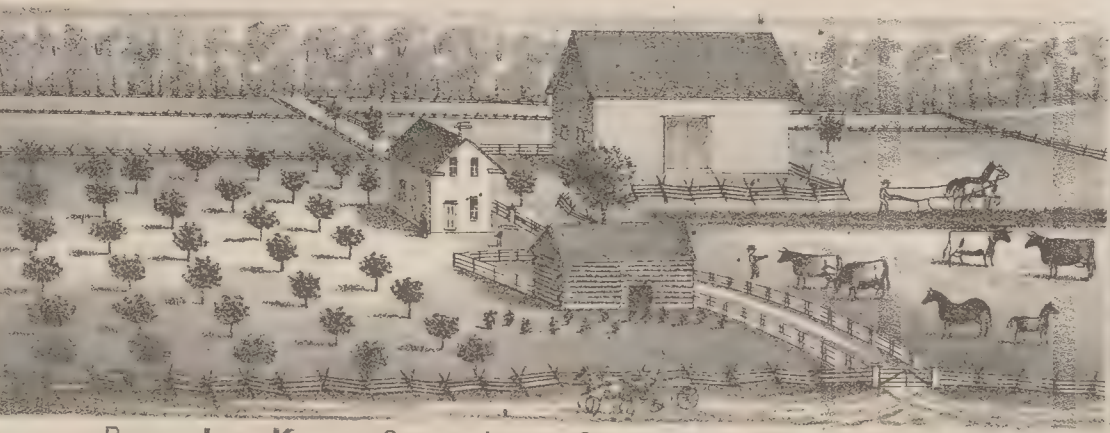
RES. OF WILL^M C. FURSMAN, CON 2, LOT 24, BENTINCK TP. GREY CO.



RES. OF GEO. LEASK, CON 15, LOT 1, GREENOCK T.P. BRUCE COUNTY.



RUBY & HILKER. GENERAL STORE, PORT ELGIN, ONT.



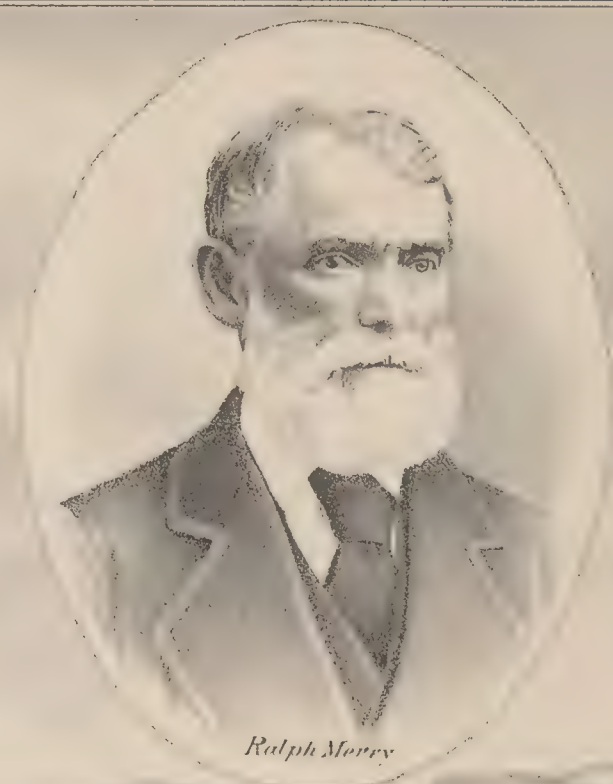
RES. OF JNO. KING, CON 10, LOT 13, CULROSS TP, BRUCE COUNTY, ONT.



THE RESIDENCE OF O. H. MARTIN ESQ. BARNSTON TP. STANSTEAD CO. QUEBEC.

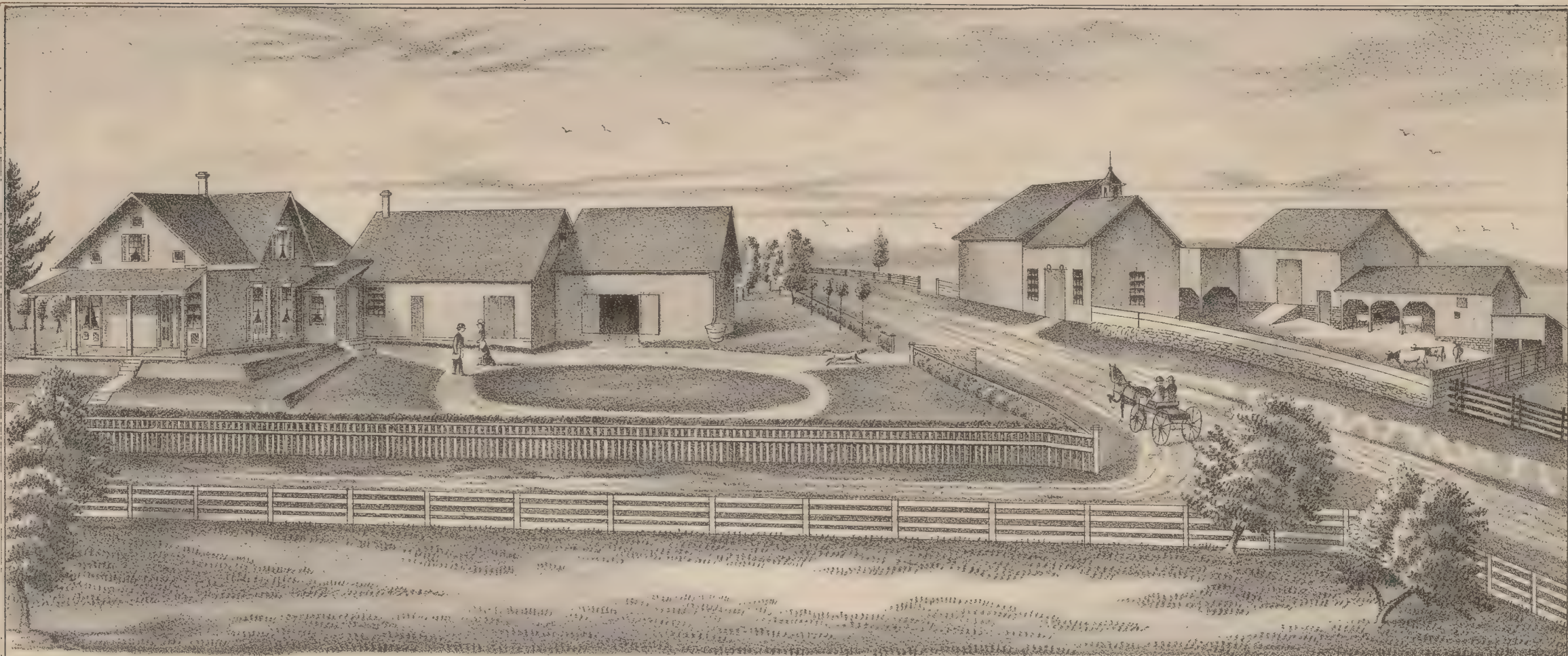






THE RESIDENCE OF RALPH MERRY ESQ., MAGOG, ON LAKE MEMPHREMAGOG, STANSTEAD CO. P.Q.

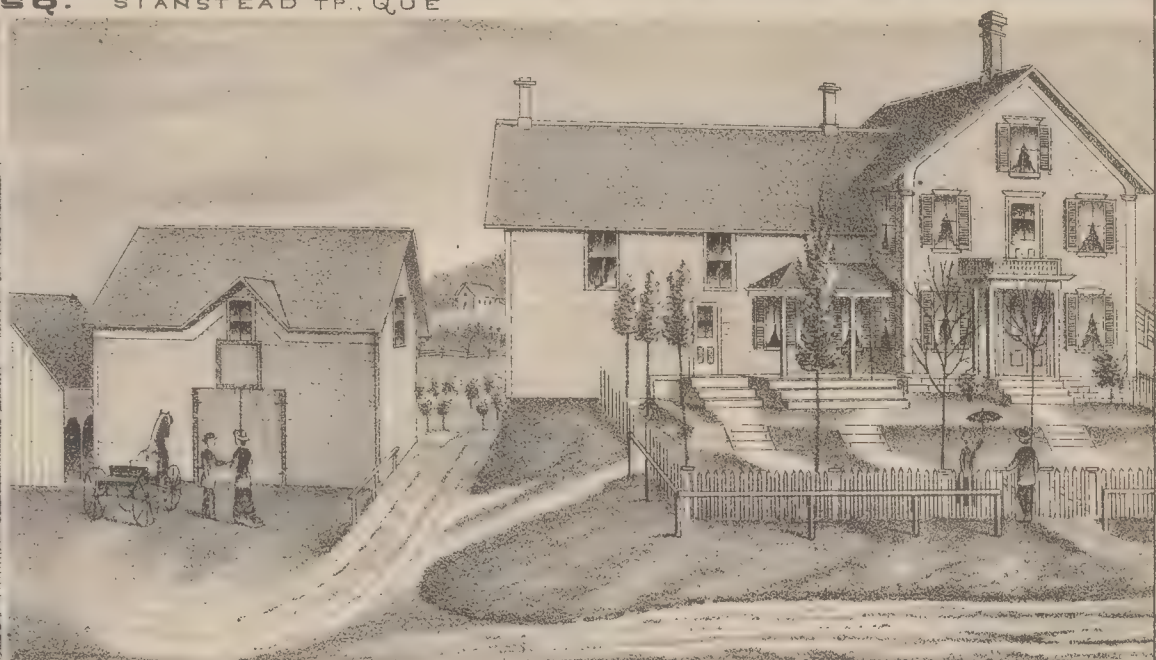




THE RES. OF **V. D' ETCHIGOYEN ESQ.** STANSTEAD TP., QUE.



RES. OF **WM MEAD PATTISON ESQ.**, COLLECTOR OF CUSTOMS, CLARENCEVILLE QUE.



RES. OF **WM T. KNIGHT ESQ.**, SMITH'S MILLS, STANSTEAD CO., QUE.



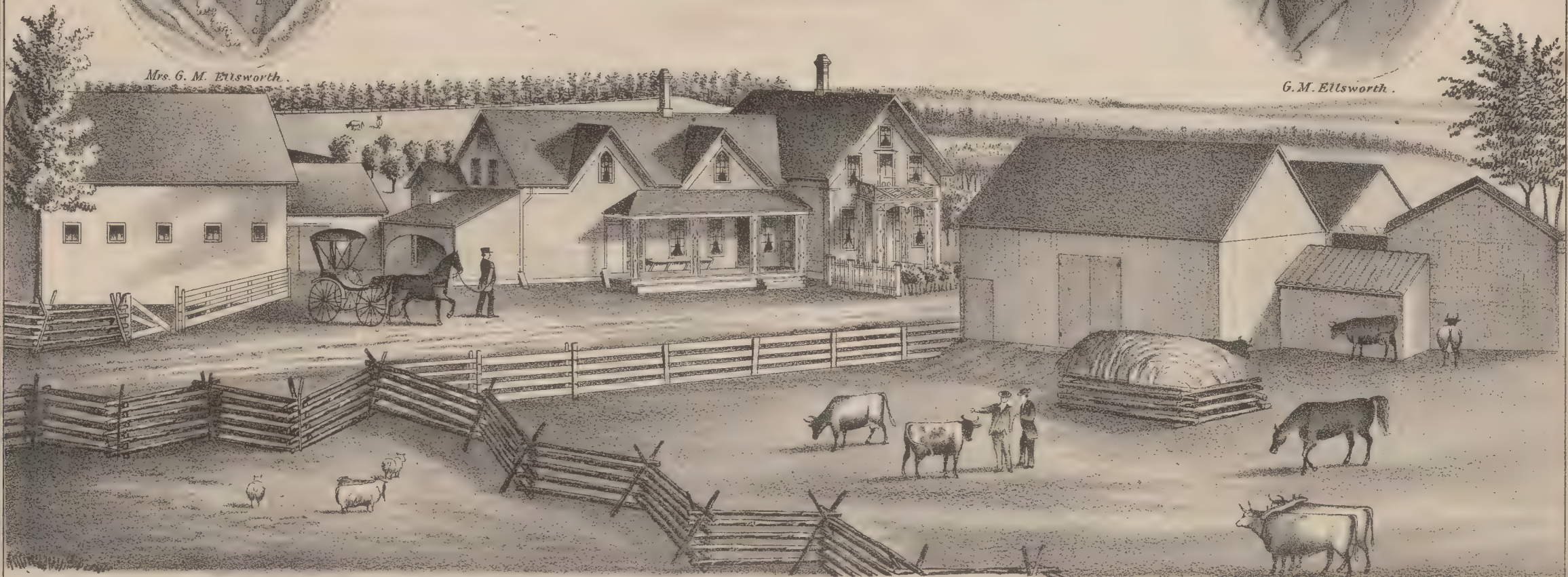
Mrs. G. M. Ellsworth.



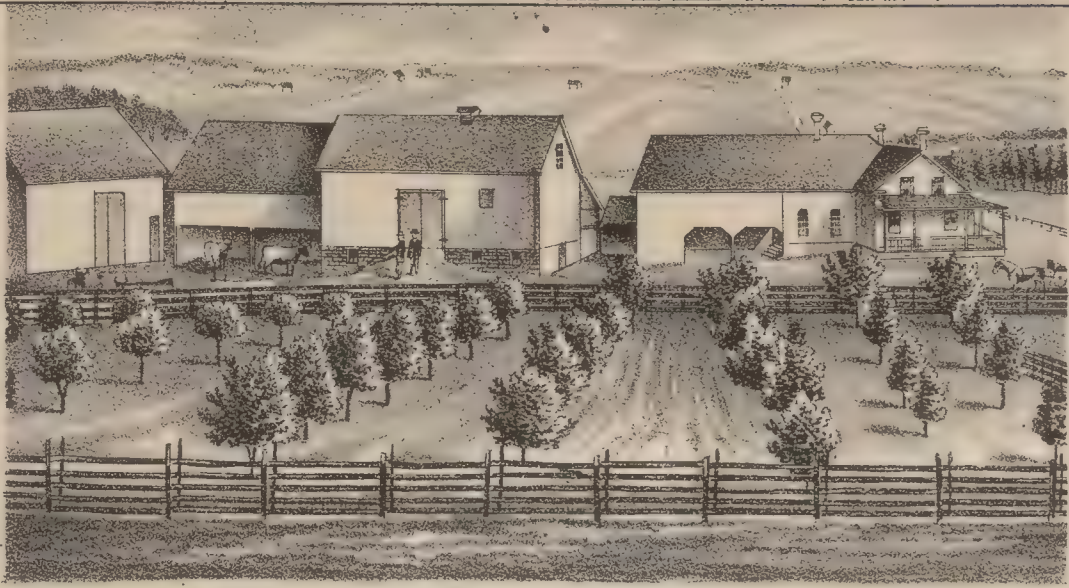
WHITE LEGHORNS



G. M. Ellsworth.



THE RES. OF **G. M. ELLSWORTH ESQ.**, HATLEY TP., STANSTEAD CO., QUE.



RES. OF **CHARLES POWELL**, STANSTEAD CO., QUE.



RES. OF **GEORGE MAC LENNAN**, UNDERWOOD BRUCE TP., CNT.



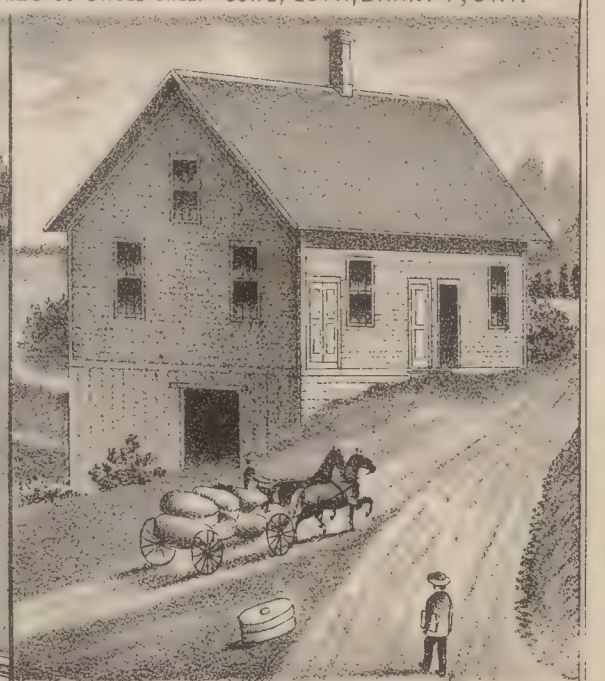
RES. OF **STEPHEN FOSTER ESQ.**, ROCK ISLAND, STANSTEAD CO., QUE.



RES. OF **JAS. TOLTON** "BREEDER OF SHORT HORN CATTLE & COTSWOLD SHEEP" CON 2, LOT A, BRANT TP., CNT.



THE RES. OF **GALUSHA W. CLARK & SON** STANSTEAD TP., STANSTEAD CO., QUE.



G.W. CLARK'S COTTON BATTING MANUFACTORY



HOMESTEAD OF THE LATE **NEWBURY EDY**, NOW THE RES. OF HIS SON **PETER H. EDY**, PARISH ST GEORGE, CLARENCEVILLE, MISSISSQUOI CO., QUE.



NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
PRINCE EDWARD, LENNOX, ADDINGTON,
FRONTENAC, LEEDS, LANARK, RENFREW (PART)
GRENVILLE, DUNDAS, STORMONT, GLENGARRY,
CARLETON, RUSSELL, PRESCOTT,
PONTIAC, OTTAWA,
— ONTARIO —

- REFERENCES.
- Post Office
 - ⊙ P.O. and Money Order Office
 - P.O., Money Order Office and P.O. Savings Bank
 - ⚡ Telegraph Station
 - ⚓ Port of Entry
 - Railways completed
 - Railways in progress
 - Distances between Towns over Post Roads



David Gairdner,
(DECEASED)
Late Cde. of Kincardine Tp.
ONT.



Charles Wickham
Kincardine Tp.- ONT.



William Hunt.
Arran Tp.- ONT.
One of the first Municipal Council.



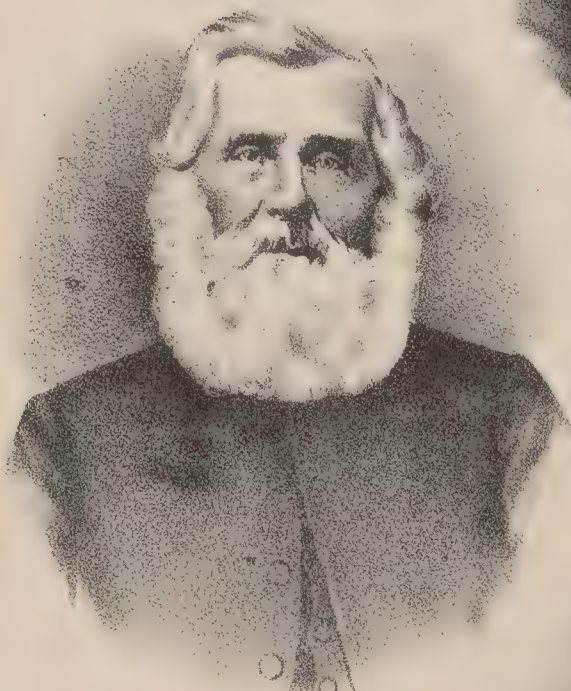
Ira Fullford,
One of the 1st Settlers of Teeswater,
ONT.



John Douglass
Arran Tp.- ONT.



Luke Gardner
Arran Tp.- ONT.



James Reekie,
(DECEASED)
Settled in Kincardine Tp, 1834
ONT.
Formerly in British Navy.



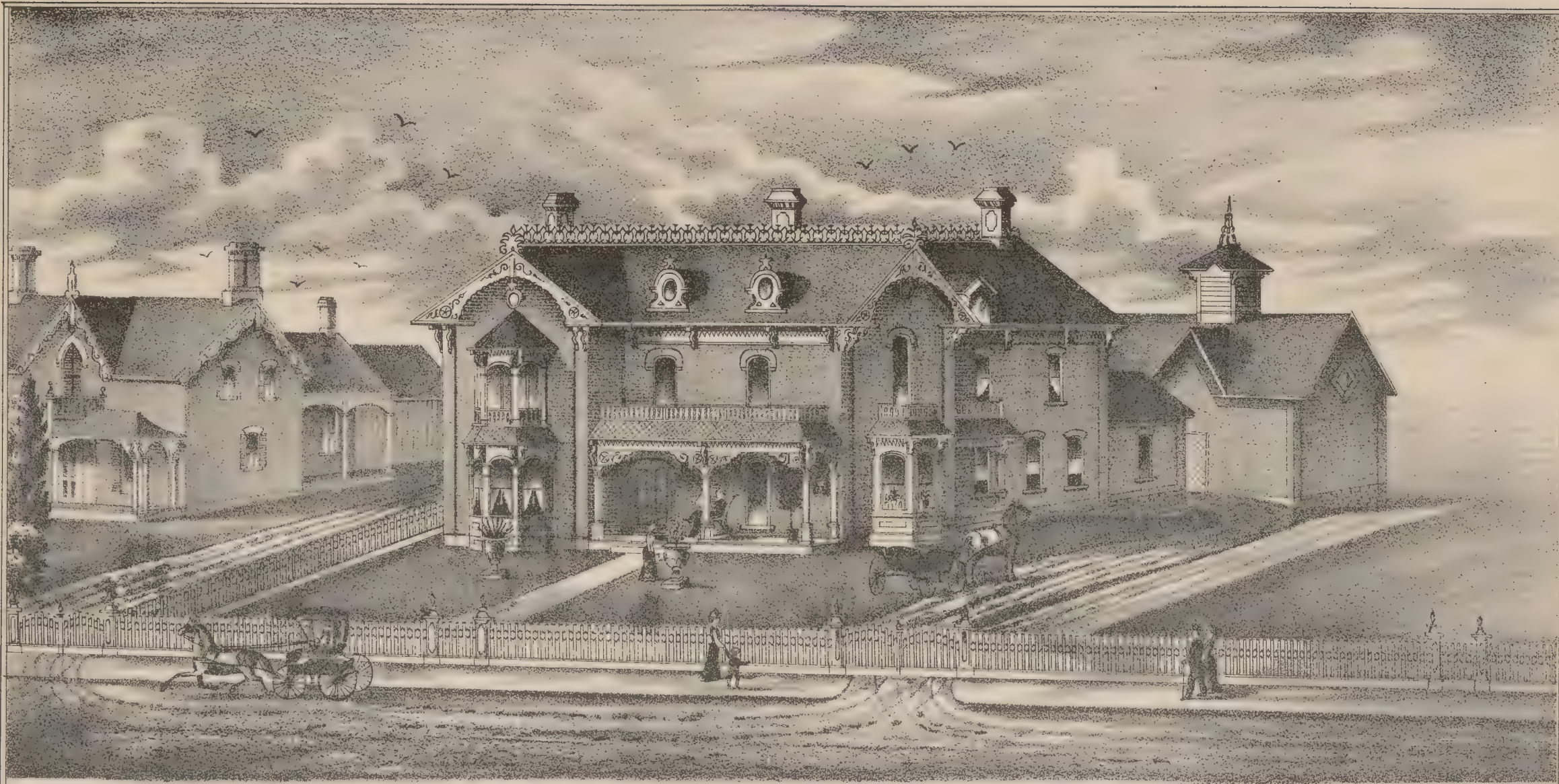
Yours Truly
Thomas Beaman
Kincardine Tp. ONT.



Yours Truly
Wm. Miller
Hanover, Ont.



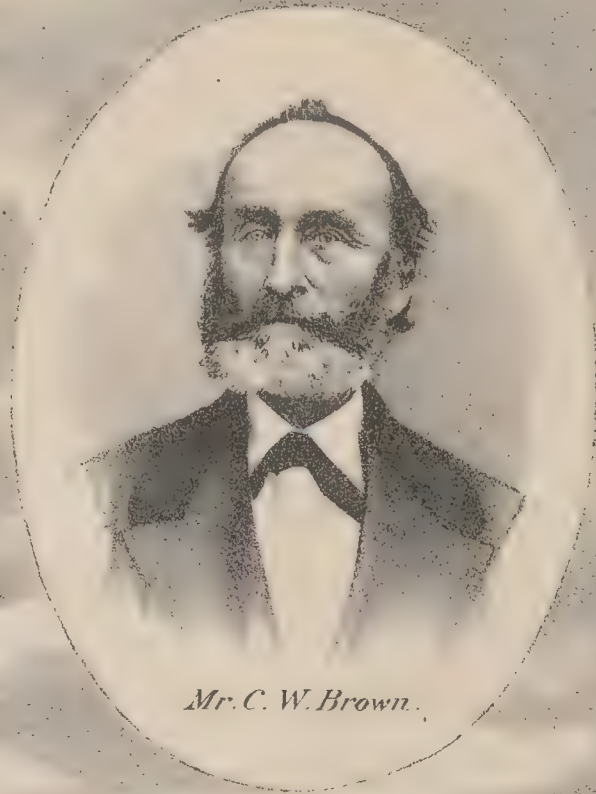
William Miller,
Ex Reeve of Kincardine Tp.
ONT.



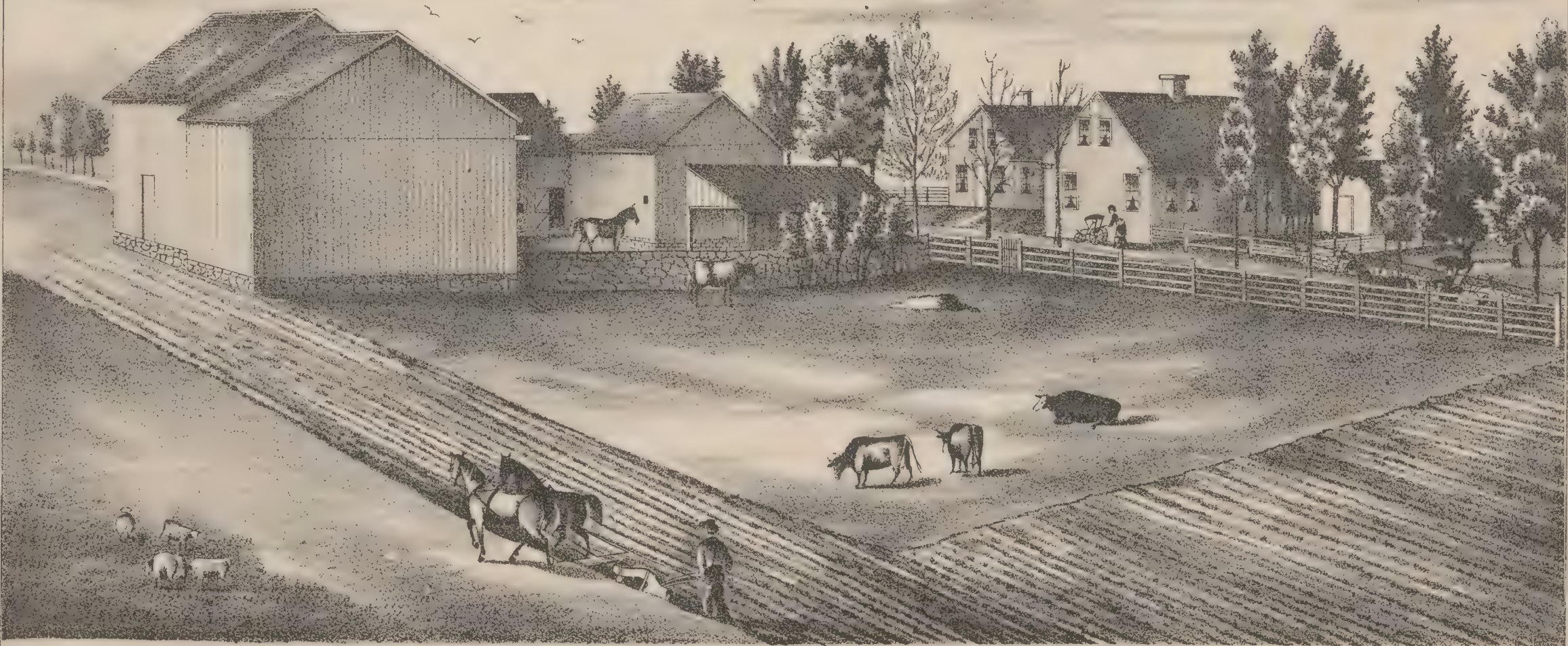
RES. OF CHAS, PEMBERTON, ESQ, KINCARDINE, ONT.



Mrs. C. W. Brown.

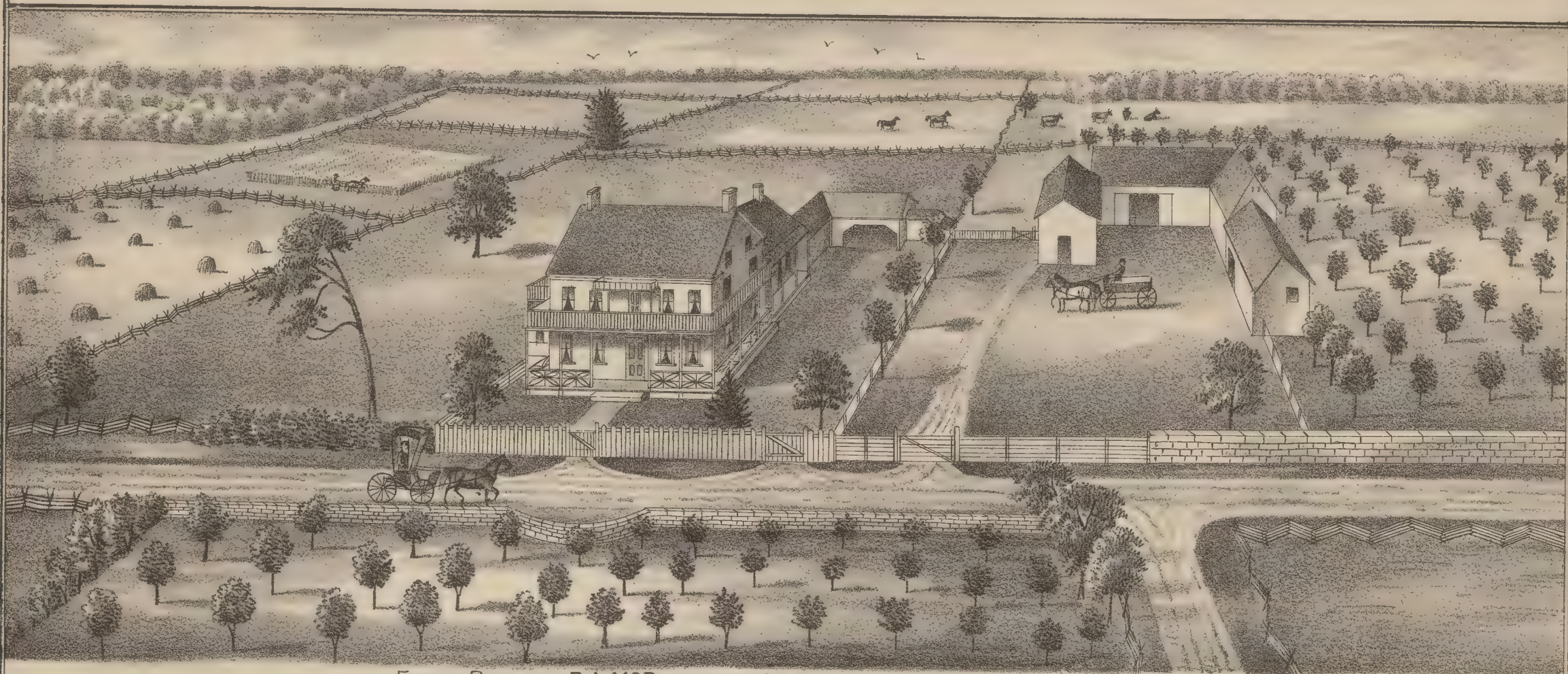


Mr. C. W. Brown.

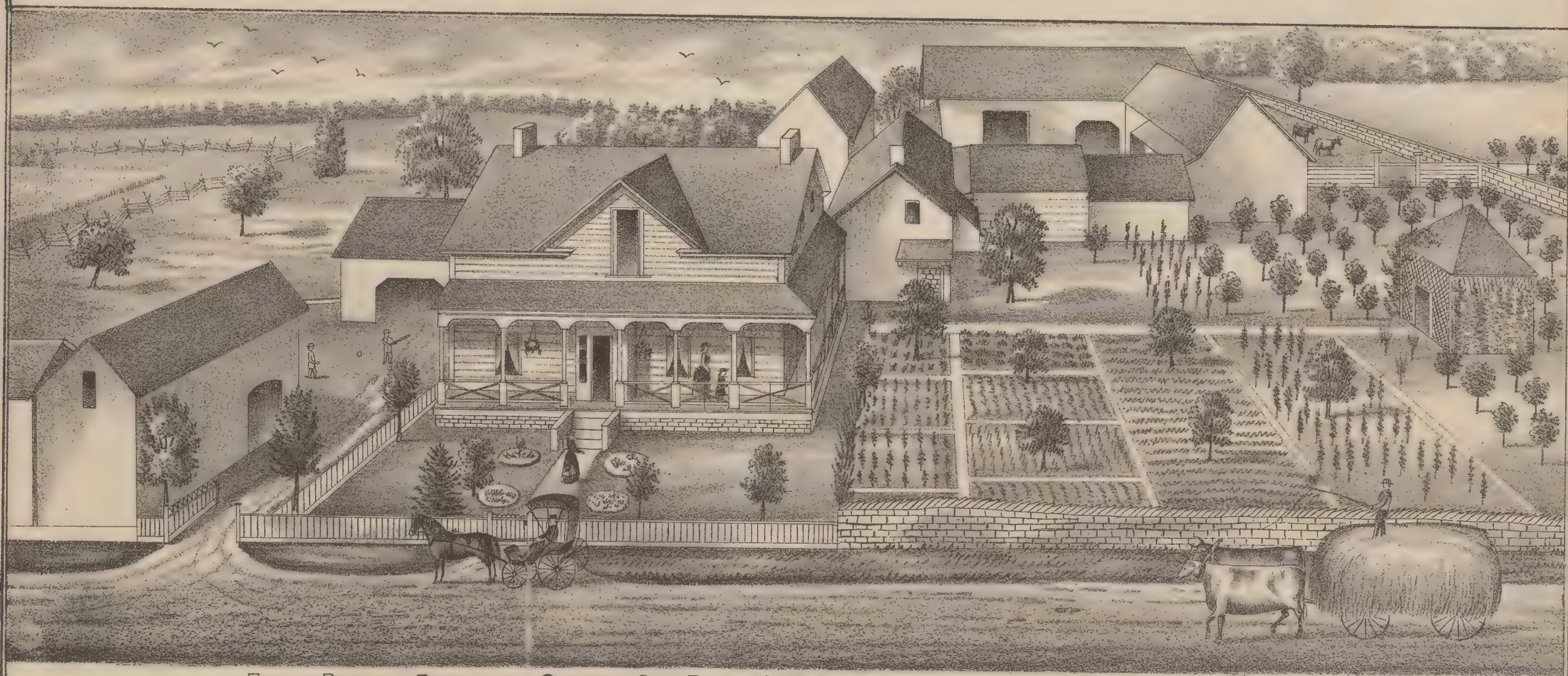


THE RES. OF C. W. BROWN ESQ, STANSTEAD TP, STANSTEAD CO, P.Q. CON8, LOT 17.





FARM RES. OF D.A. McPHERSON LANCASTER TP, GLENGARRY CO. ONT.



FARM RES OF BENJAMIN CLARK CON. 5, LOT 8, CHARLOTTENBURGH TP, GLENGARRY CO. ONT.



J.R. Ault, J.P.
Reeve of Osnabrock
Aultsville, Stormont Co.



Joseph Hyndman
Ex-Reeve of Mountain T.P.
Dundas Co.



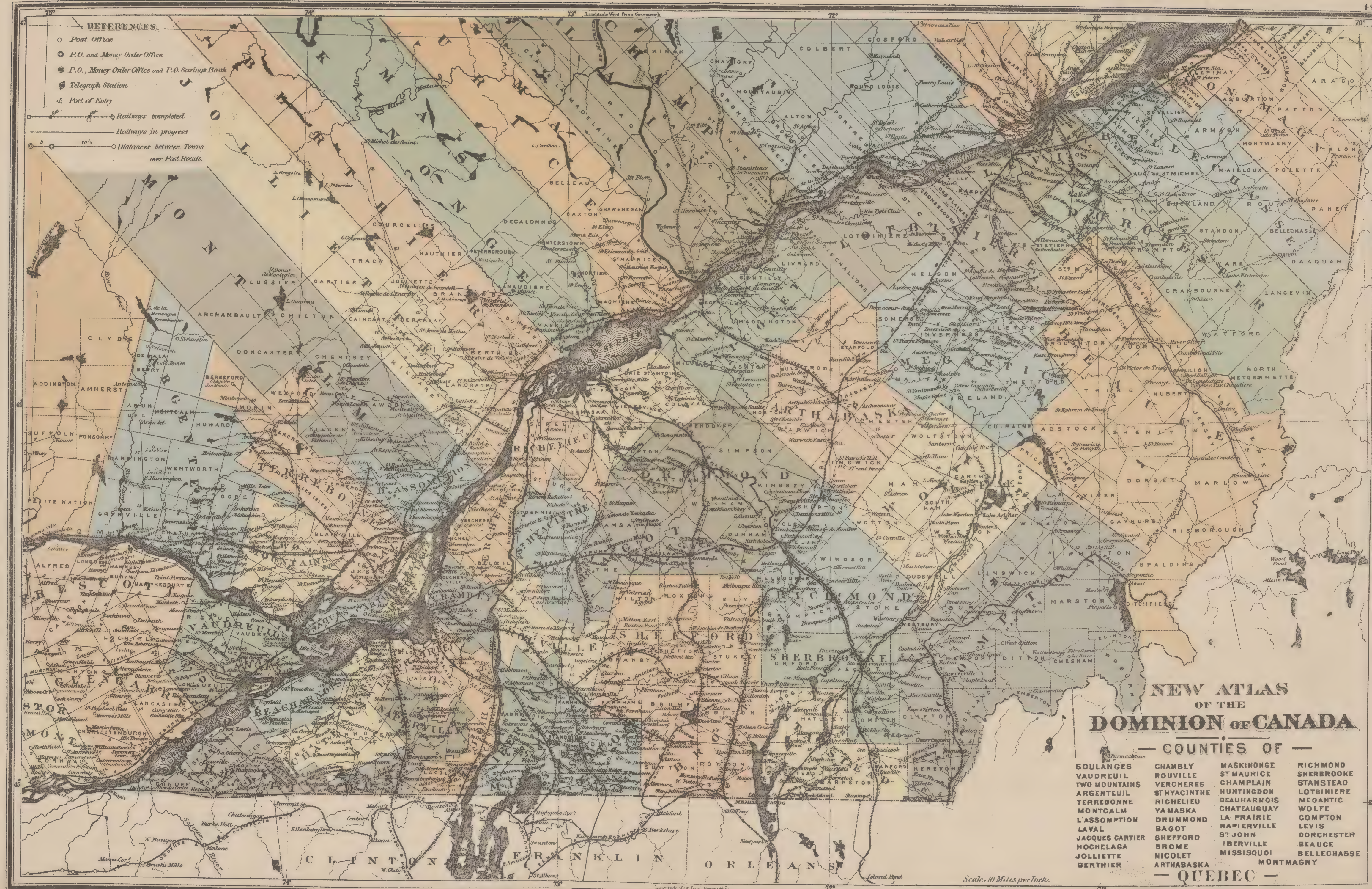
John R. Wood
Osnabrock, Stormont Co.



Andrew Hodge
(deceased) Cornwall.

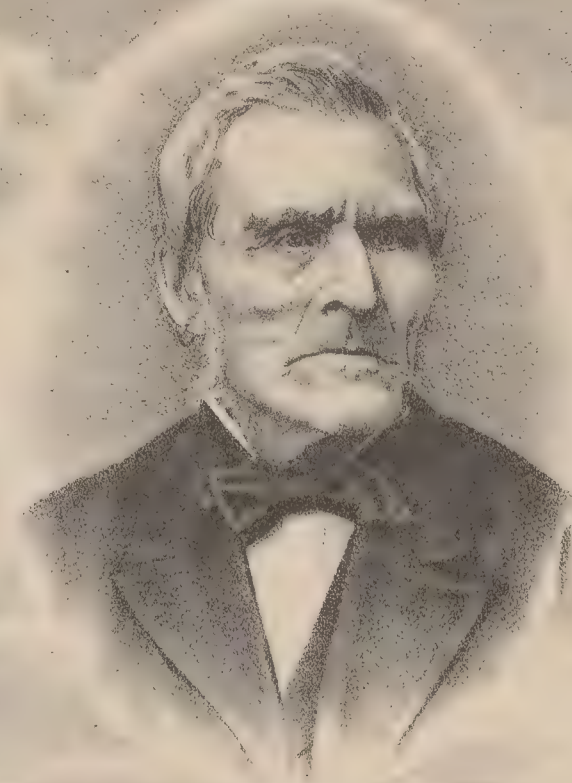


William Binions
(deceased)
Matilda T.P., Dundas Co.

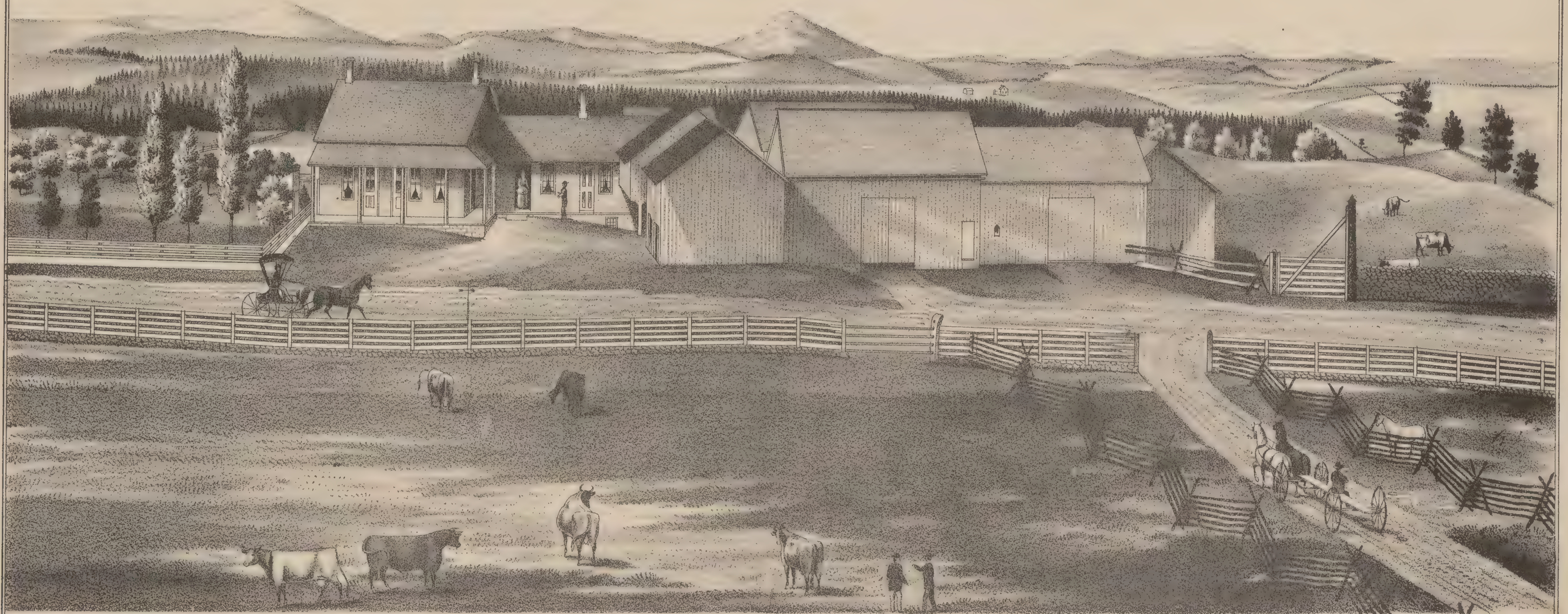




Mrs. O. G. Brown.



Mr. O. G. Brown.



THE RESIDENCE OF **O. G. BROWN**, STANSTEAD TP., STANSTEAD CO., PQ., CON 8, LOT 18



John Little,
(DECEASED)
One of the first Settlers of Brant Tp.
ONT.



A. S. Elliot,
Chesley — ONT.



Duncan Kerr,
of
Brant Tp. ONT.



Thomas Todd,
One of the first Settlers in
Brant Tp. ONT.



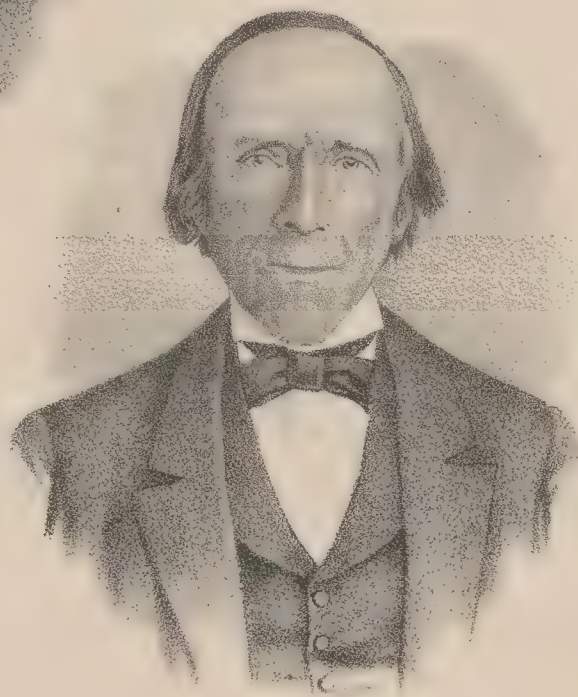
William Johnston
or "King Johnston"
1st Settler in Brant Tp.
ONT.



William Millar, J.P.
of Kincardine Tp.
ONT.



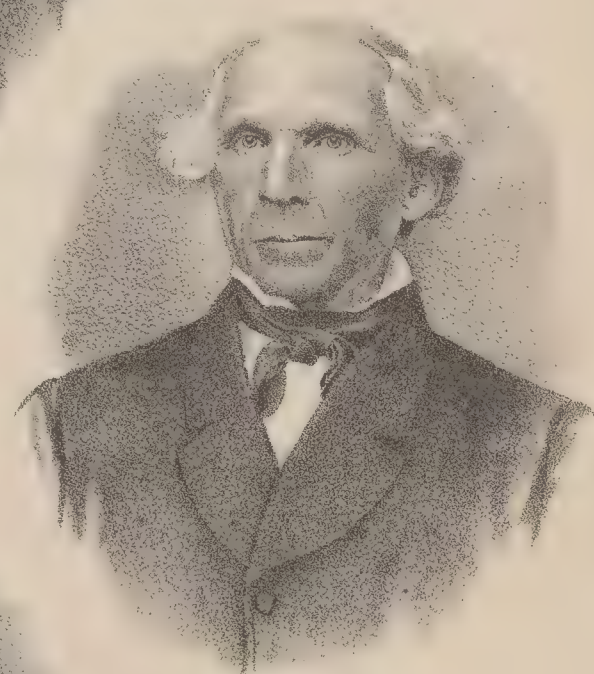
Christian Hassenjager,
2nd Settler in Hanover
ONT.



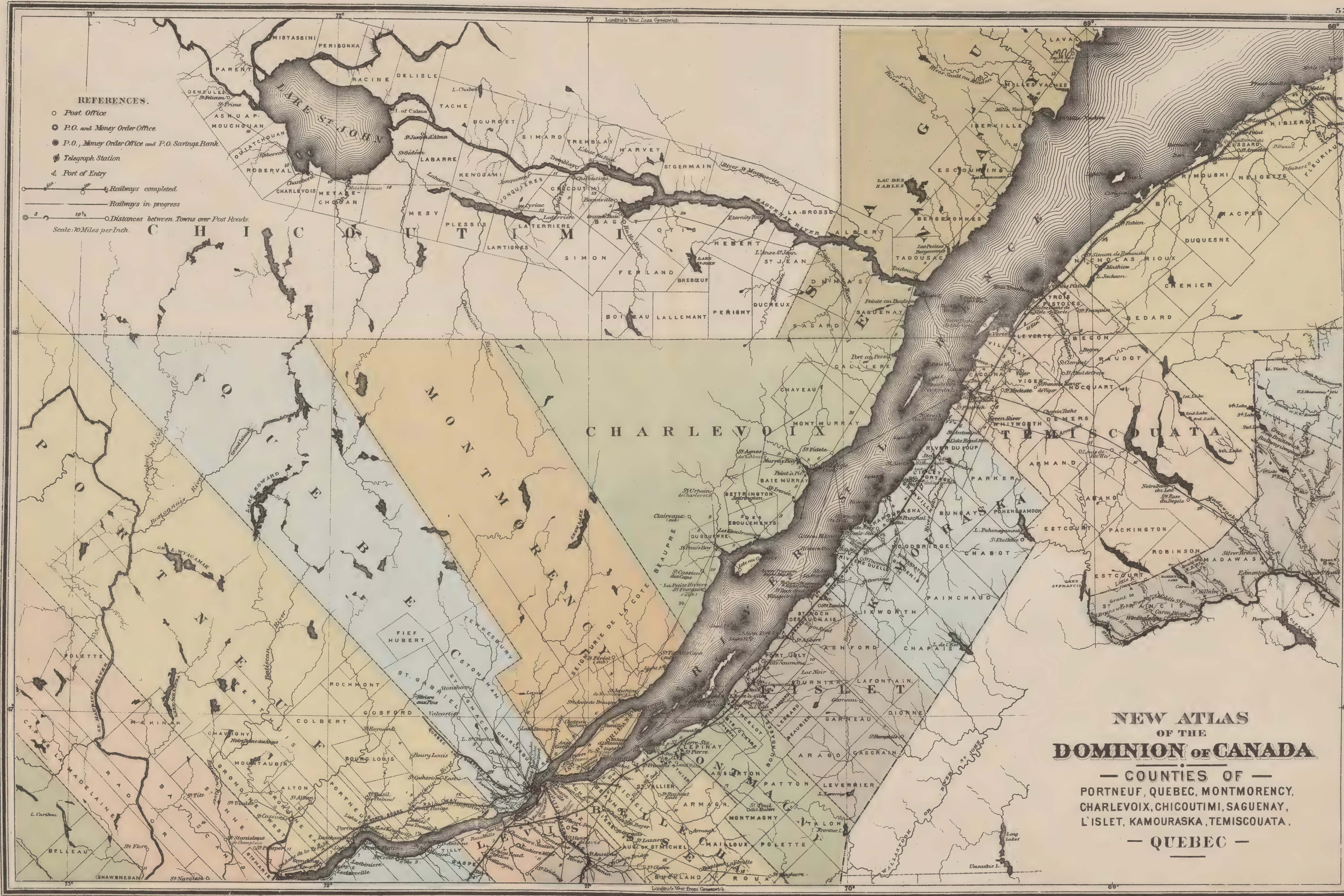
Richard Guinn
DECEASED
One of the 1st Settlers of Brant Tp.
ONT.

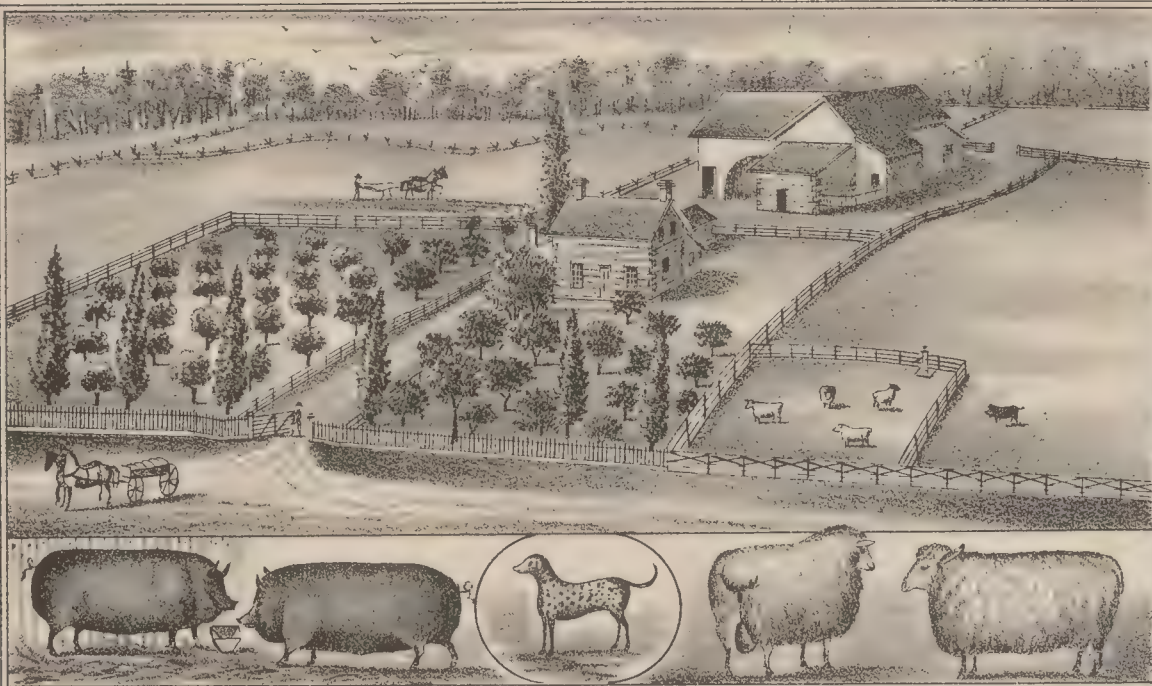


John Grainger,
BRANT TP, ONT.



Andrew Bingham,
Pioneer of Carick Tp.
ONT.





RES. OF **ROBT. GOWANLOCK**, CON 2, LOT 58, BRANT TP. BRUCE CO. ONT.



RES. OF **P. S. M^c LAREN**, CON 1, LOT 1, BRUCE TP. BRUCE CO. ONT.



BLACK HORSE HOTEL—**J. POLLOCK**, PROP. BLACK HORSE, KINLOSS TP. BRUCE CO. ONT.



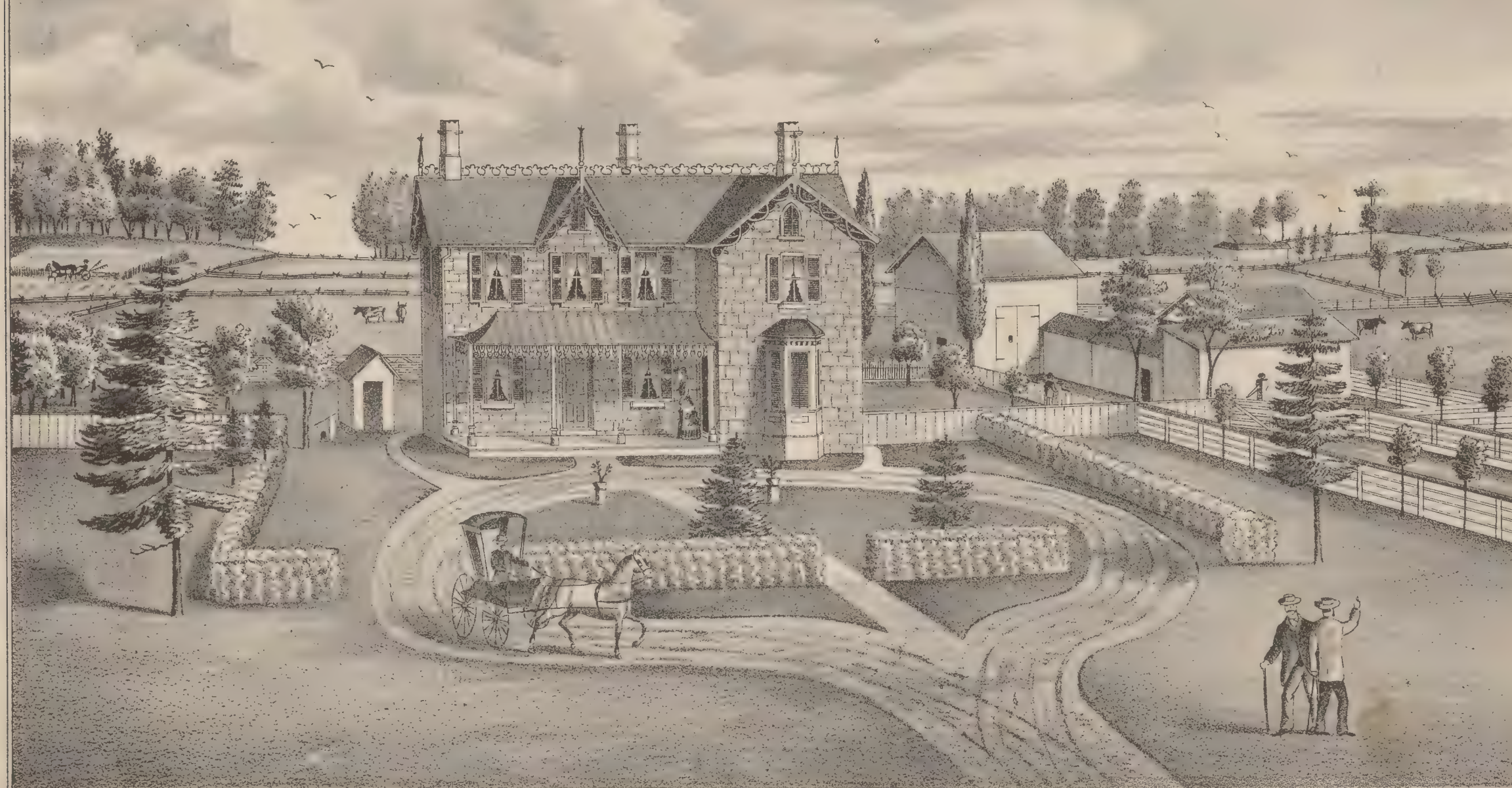
RES. OF **GEORGE BROCKIE** CON. A, LOT 44, GREENOCK TP. BRUCE CO. ONT.



RES. AND MILL OF **SIMON CORRIGAN**, CON 11, LOT 11, KINLOSS, BRUCE CO. ONT.



COPELAND'S HOTEL, LUCKNOW, ONT.—THE ONLY FIRST CLASS HOTEL IN TOWN. PROPERTY FOR SALE.



RESIDENCE OF **JAMES FLEMING ESQ.**, CON. 6, LOT 9, DERBY TP. GREY CO. ONT.



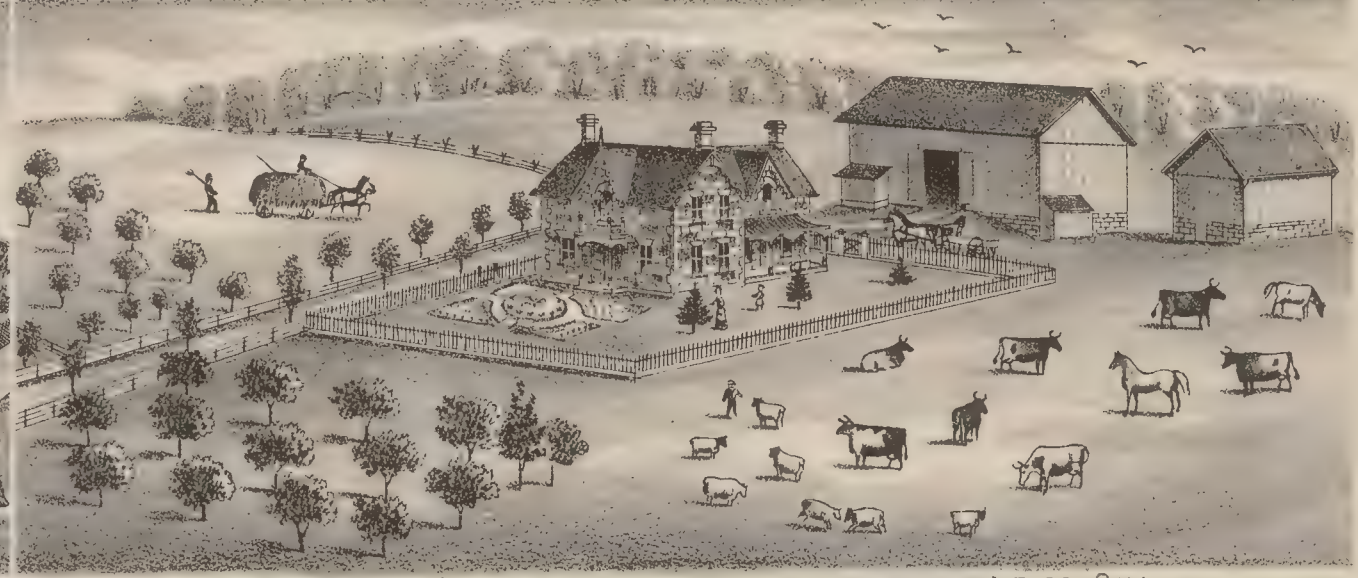
PUMP FACTY. SAW MILL. FLOUR MILL. ARRAN VALE MILLS-S. CUMMER PROP. ARRAN TP. BRUCE CO. ONT. RESIDENCE



SUNNY HOME - RES OF S. McNALLY, HANOVER, GREY CO. ONT.



RES. OF H. S. STEVEN, BANK OF HAMILTON, PORT ELGIN, ONT.



RES. OF RODERICK GOLLAN, CON. 1, LOT 53, KINLOSS TP. BRUCE CO. ONT.



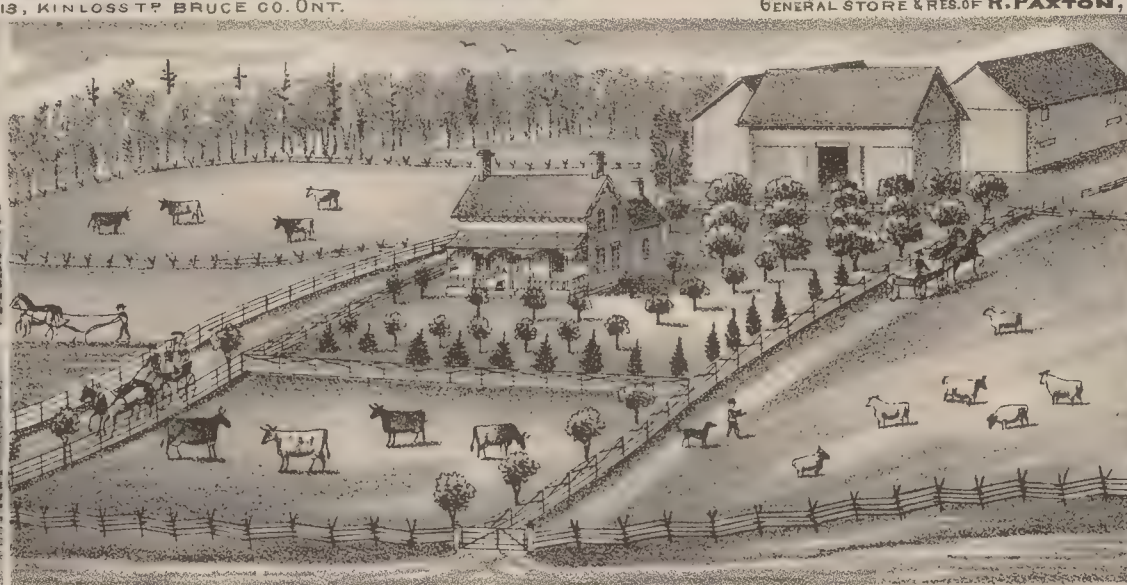
RES. OF CHARLES MILNE, CON. 2, LOT 18, KINLOSS TP. BRUCE CO. ONT.



GENERAL STORE & RES. OF R. PAXTON, P. M. & CONVEYANCER, COMMISSIONER IN B. & C. KINLOUGH KINLOSS TP. BRUCE CO. ONT.



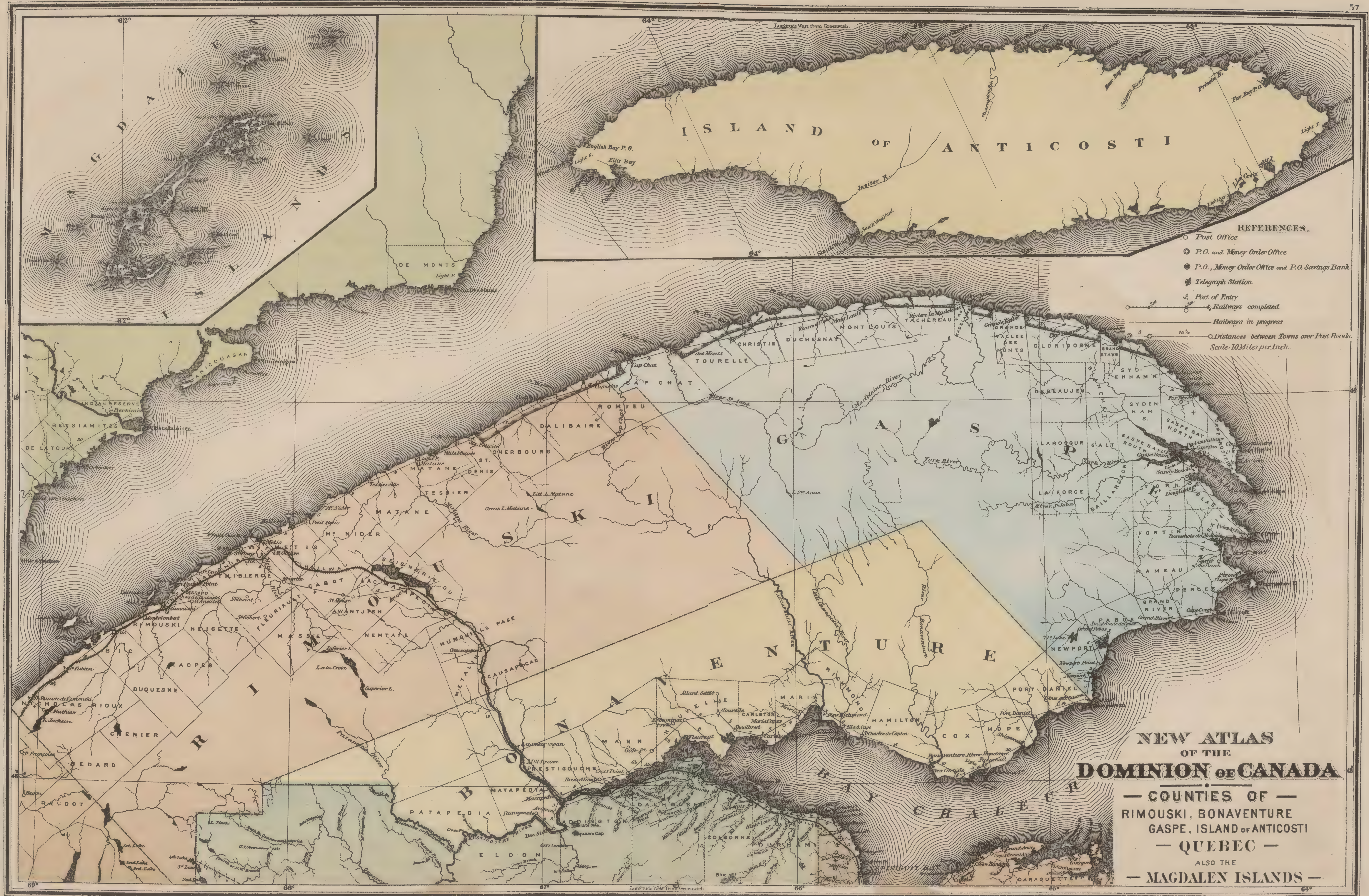
RES. OF J. MURPHY, M.D. MILD MAY, ONT.



RES. OF THO. WILSON, CON. 2, LOT 32, CULROSS TP. BRUCE CO. ONT.

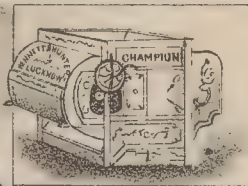


RES. OF W. VANDUSEN, TARA, ARRAN TP. BRUCE CO. ONT.





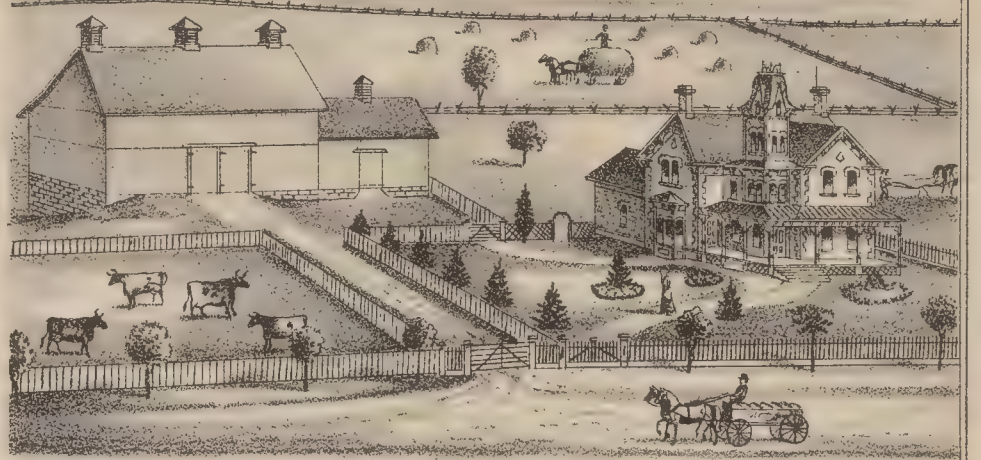
"SCARBOROUGH HOUSE" CHAS. SCARBOROUGH, PROP. HANOVER ONT.



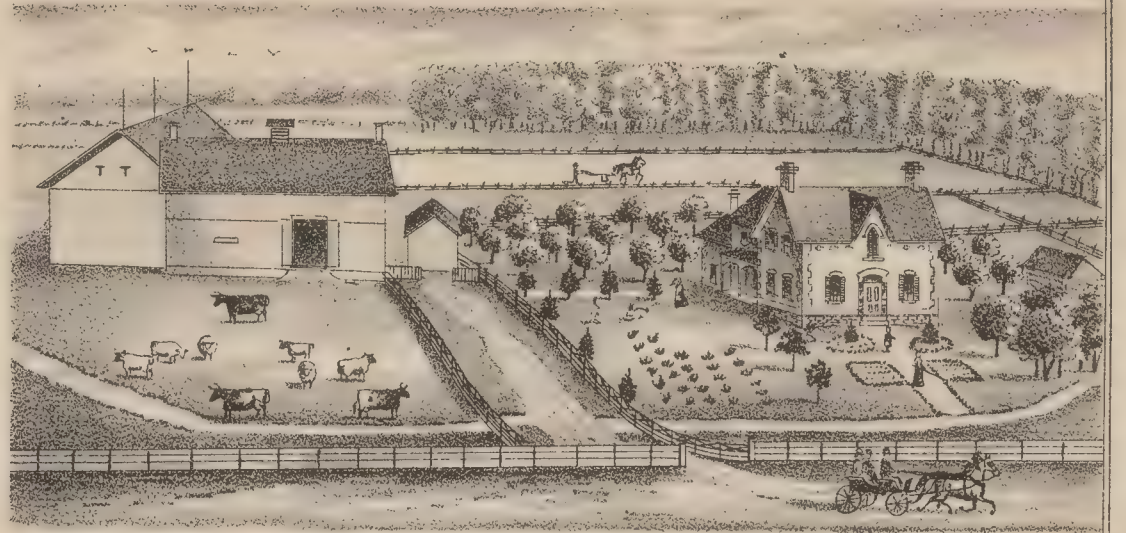
CHAMPION FANNING MILL WORKS, BENNETT & HUNTER, LUCKNOW, ONT. — SEND FOR CIRCULAR —



RES. & SAW MILL OF D & D. ROSS, CON. 1, LOTS 25, 26, 27 & 28, KINLOSS TP. BRUCE CO. ONT.



RES. OF SAMUEL HAWTHORN, CON. S.D.R., LOT 91, GREENOCK TP. BRUCE CO. ONT.



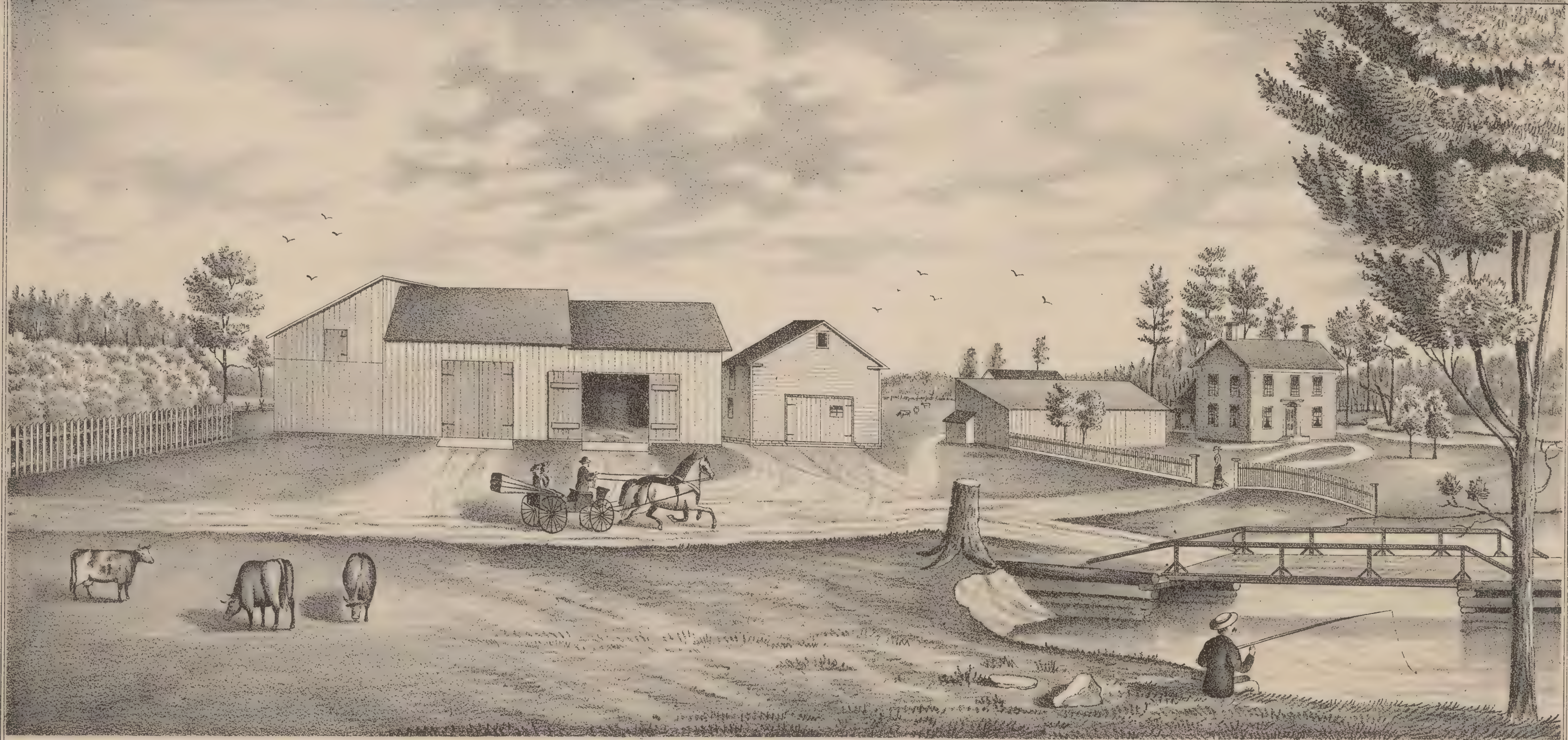
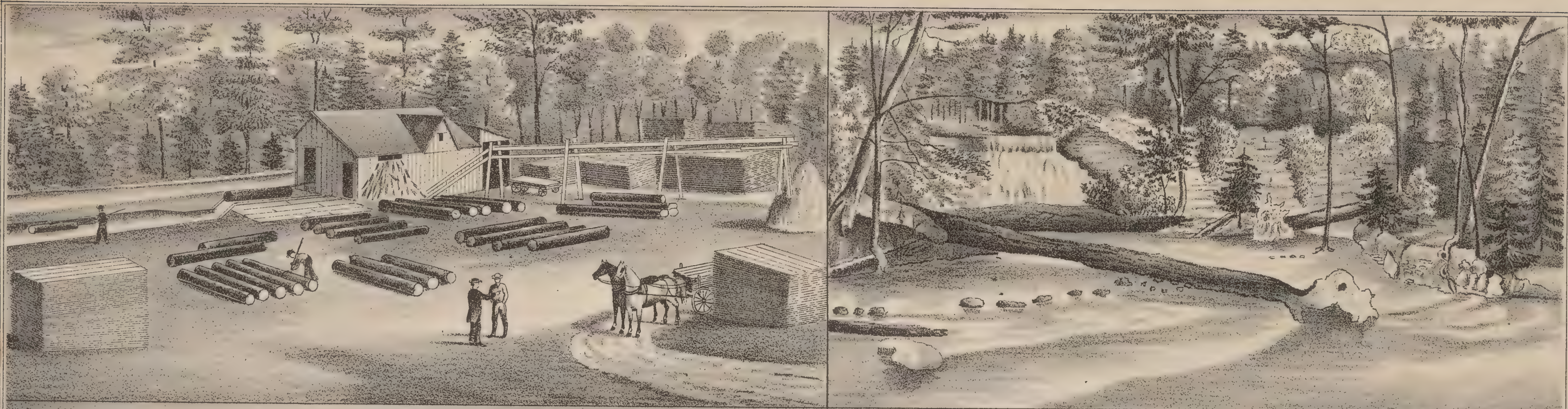
RES. OF THOS TINDALE, CON. 8, LOT 26, BRANT TP. BRUCE CO. ONT.



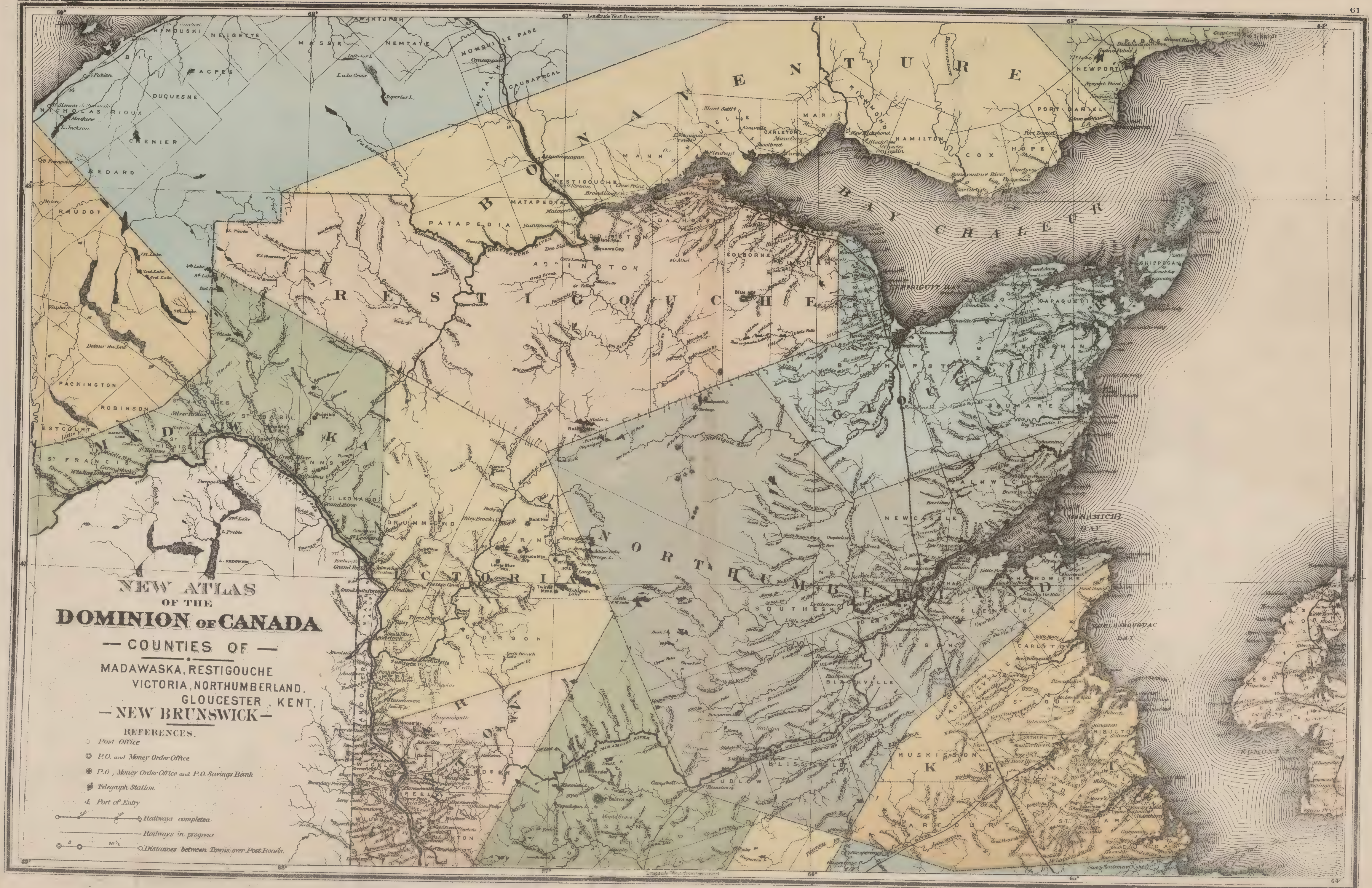
RES. OF ALEX. M. KENZIE, CON. 3, LOT 18, KINLOSS TP. BRUCE CO. ONT.



RES. OF JOHN DUNCAN ESQ, CON. 8, LOT 2, DERBY TP. GREY CO. ONT.



MILL, FALLS & RESIDENCE OF MRS. S. A. JONES, OWEN SOUND, GREY CO., ONT.





Jas Taylor M.D.
TARA, ONT.



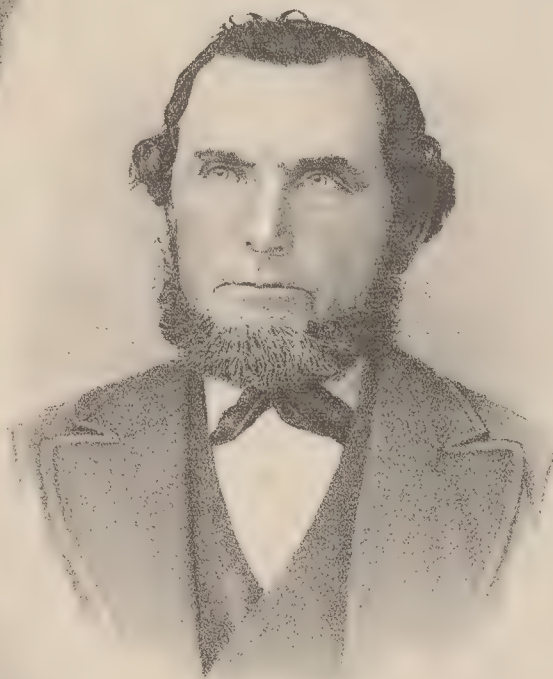
Wm Sloan M.D.
BLYTH, ONT.



John Hunter,
Kincardine (Town Clerk)



John S. Tolton,
WALKERTON, ONT.



Michael Fischer,
Many Years Reeve of CARRICK,
BRUCE CO, ONT.



Richard Rivers,
President of the Nhn. Exhibn. Socy.
WALKERTON, ONT.



Peter Stewart McLaren,
BRUCE TP. - BRUCE CO.
ONT.



Edward Mc Donald.
Deputy Reeve of WALKERTON,
ONT.



D.A MacCrimmon M.D.
LUCKNOW, ONT.



James Murphy M.D.
MILDMAY, ONT.



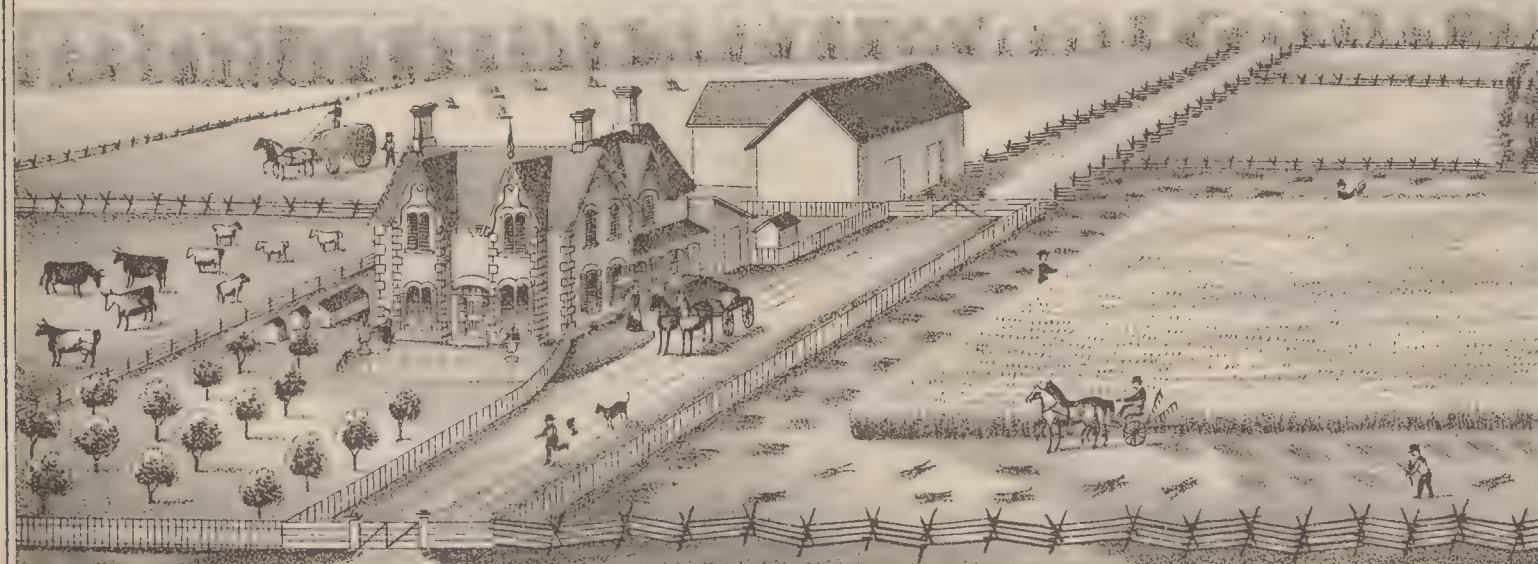
GARGILL'S GENERAL STORE TENEMENT HOUSES RESIDENCE LUMBER MILL FLOUR MILL MILLERS RESIDENCE BARN RES. OF A.S. ELLIOT, CHESLEY, BRUCE CO., ONT.
 MANUFACTURERS OF LUMBER, LATH, SHINGLES & FLOUR **YOKASIPPI MILLS, HENRY CARGILL, PROP.** **YOKASIPPI, BRUCE COUNTY, ONTARIO.**



RESIDENCE OF **J. H. ADAMS** HANOVER, GREY CO., ONT. RES. OF **JACOB MESSENGER**.



RES. OF **LUKE GARDNER** CONB, LOTS 30 & 31, ARRAN TP, BRUCE CO. ONT.



RES. OF **HENRY DICK** CONB. LOT 14 ARRAN TP. BRUCE CO., ONT.



RIGGIN BRICK & TILE WORKS, KINGARDINE ONT, JOHN RIGGIN PROPRIETOR.



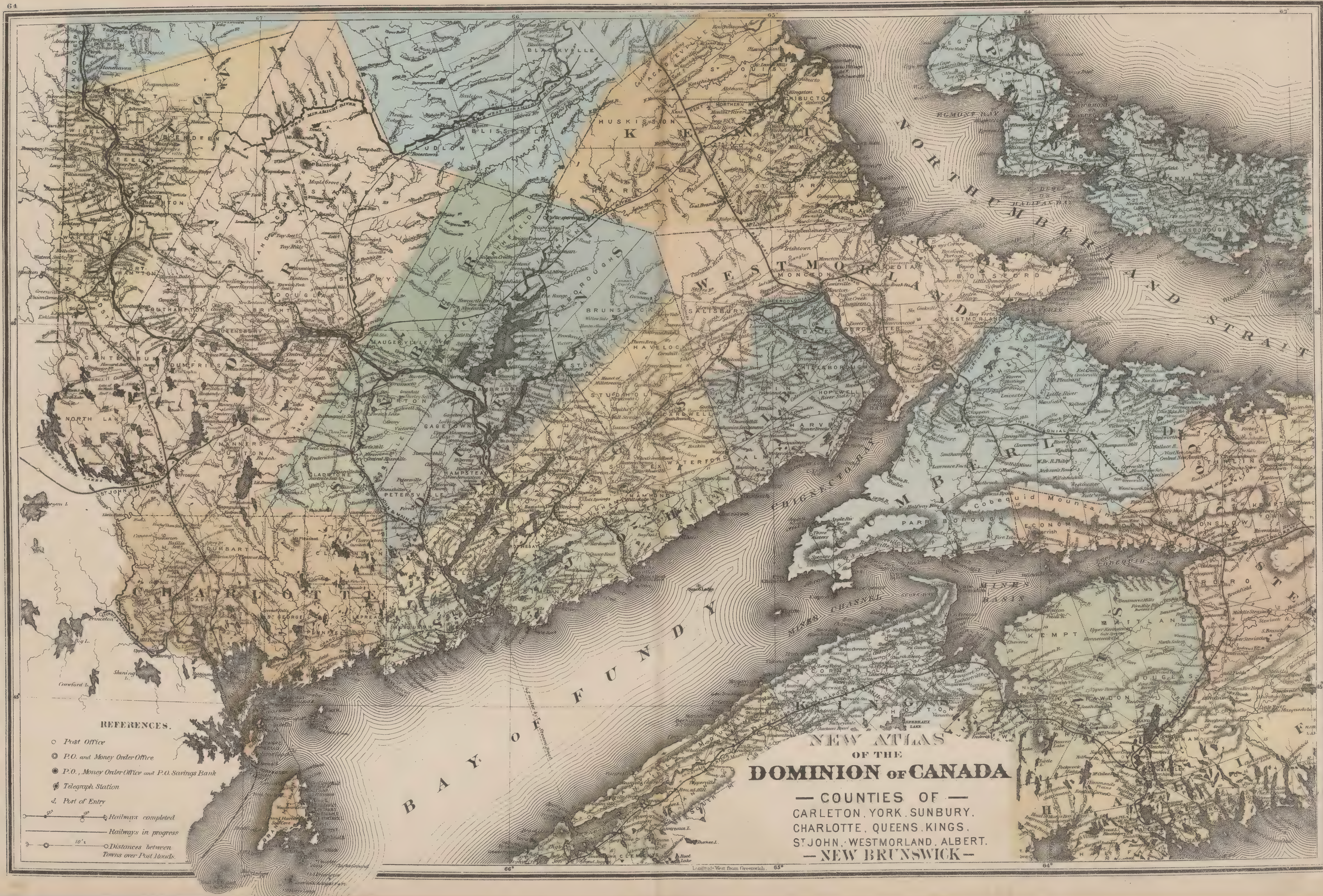
RES OF **WM. BROCKIE**, CON 16, LOT 1, GREENOCK TP. BRUCE CO. ONT.



ROB'T SCOTT'S GRAIN WAREHOUSE, PAISLEY, BRUCE CO. ONT



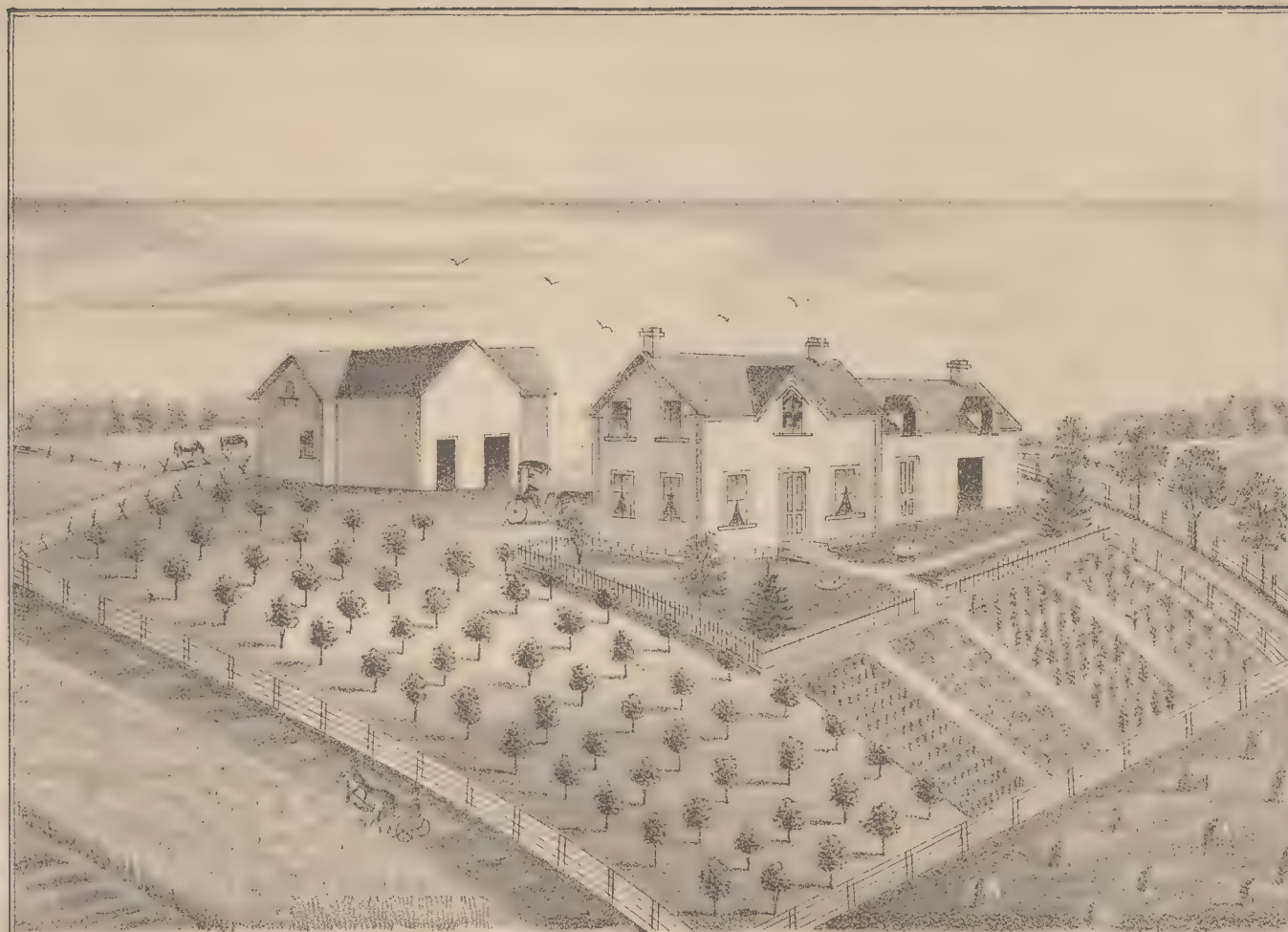
RES. OF **LEWIS LAMB**, CONA LOT 37, GREENOCK TP. BRUCE CO.





RES. OF THE LATE ANDREW HODGE, CORNWALL, ONT.

THE CORNWALL MILLS. WOOLEN, FLOURING AND PLANING MILLS, (LATE ANDREW HODGE,) CORNWALL, STORMONT CO. ONT.



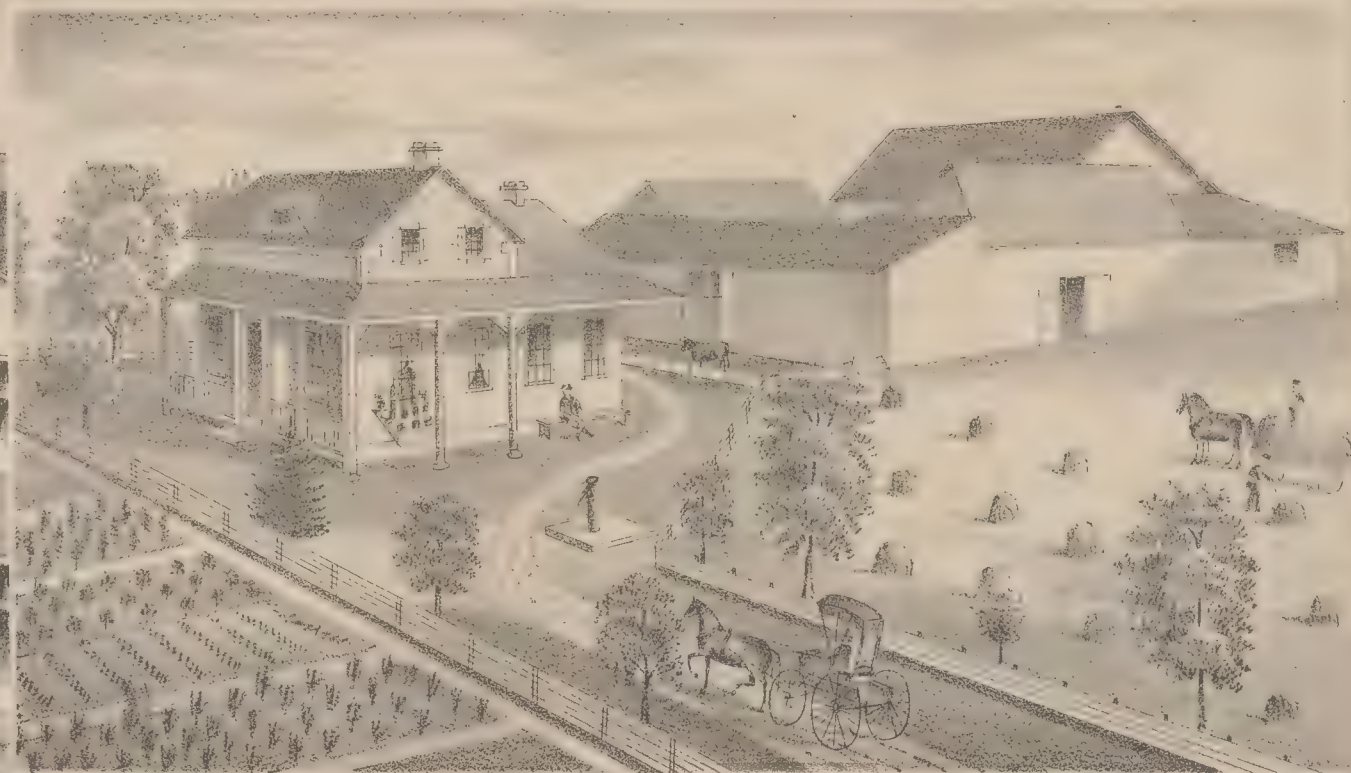
"CHERRY HILL" RES. OF JAMES H. DOHERTY CON. I, LOT 24, CHARLOTTENBURGH TP, ONT.



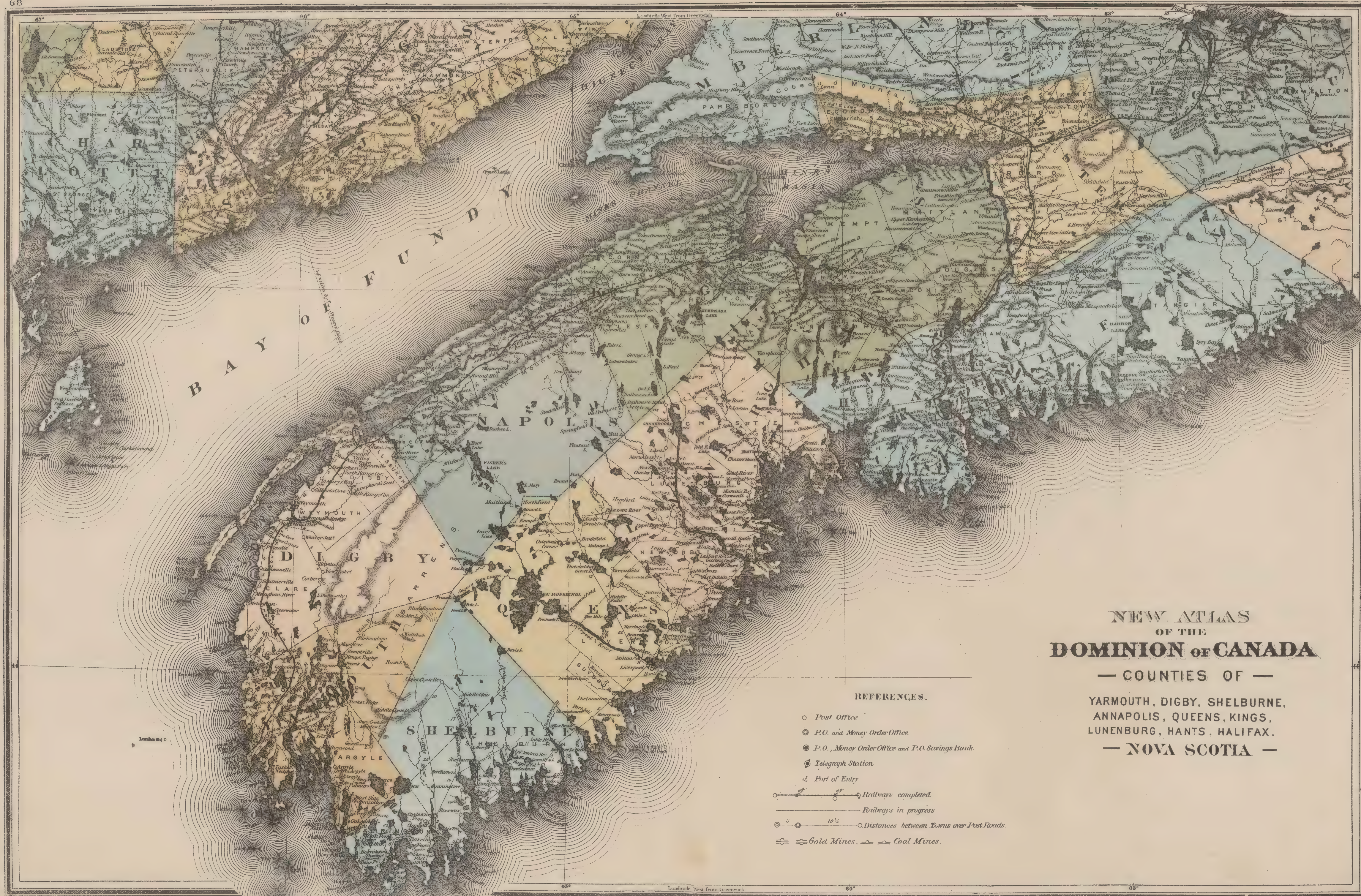
WOOLEN MILLS, AND RES. OF J. & C. H. WOOD, MOULINETTE, STORMONT CO. ONT.
CUSTOM WORK A SPECIALTY.



RES. OF W. KEZAR ESQ. MERCHANT, MILLE ROCHES, STORMONT CO. ONT.



FARM RES. OF DONALD McLENNAN ESQ. GORE, CHARLOTTENBURGH TP, ONT.



NEW ATLAS
OF THE
DOMINION OF CANADA

— COUNTIES OF —

YARMOUTH, DIGBY, SHELBURNE,
ANNAPOLIS, QUEENS, KINGS,
LUNENBURG, HANTS, HALIFAX.

— NOVA SCOTIA —

REFERENCES.

- Post Office
- ⊙ P.O. and Money Order Office
- ⊙ P.O., Money Order Office and P.O. Savings Bank
- ⊙ Telegraph Station
- ⚓ Port of Entry
- Railways completed
- Railways in progress
- Distances between Towns over Post Roads.
- ⚡ Gold Mines. — Coal Mines.



*Edward Stiles,
Mitchell.*



*James Sills, J.P.
Reeve of Mitchell.*



*Thos. Matheson,
Mitchell.*



*J.W. Cull,
Mitchell.*



*Edward Hornibrook, M.D.
Mitchell, Ont.*



*W. Roberts,
Reeve of Stratford.*



*A.W. Robb,
Dep. Reeve & Dep. Registrar
Stratford.*



*A. Grant,
Mayor of Stratford.*



*John Gibson,
Dep. Reeve of Stratford.*



*David Scrimgeour
3^d Dep. Reeve of Stratford.*

- REFERENCES.
- Post Office
 - ⊙ P.O. and Money Order Office
 - ⊙ P.O., Money Order Office and P.O. Savings Bank
 - ⊙ Telegraph Station
 - △ Port of Entry
 - Railways completed
 - Railways in progress
 - Distances between Towns over Post Roads.
 - ≡≡≡ Gold Mines. ≡≡≡ Coal Mines.

PRINCE EDWARD ISLAND



NEW ATLAS
OF THE
DOMINION OF CANADA

— COUNTIES OF —
CUMBERLAND, COLCHESTER, PICTOU
ANTIGONISH, GUYSBOROUGH
— NOVA SCOTIA —
INVERNESS, CAPE BRETON,
VICTORIA, RICHMOND,
— CAPE BRETON —
PRINCE, QUEENS, KINGS,
PRINCE EDWARD ISLAND



Philip Cress.



Henry Zinkan



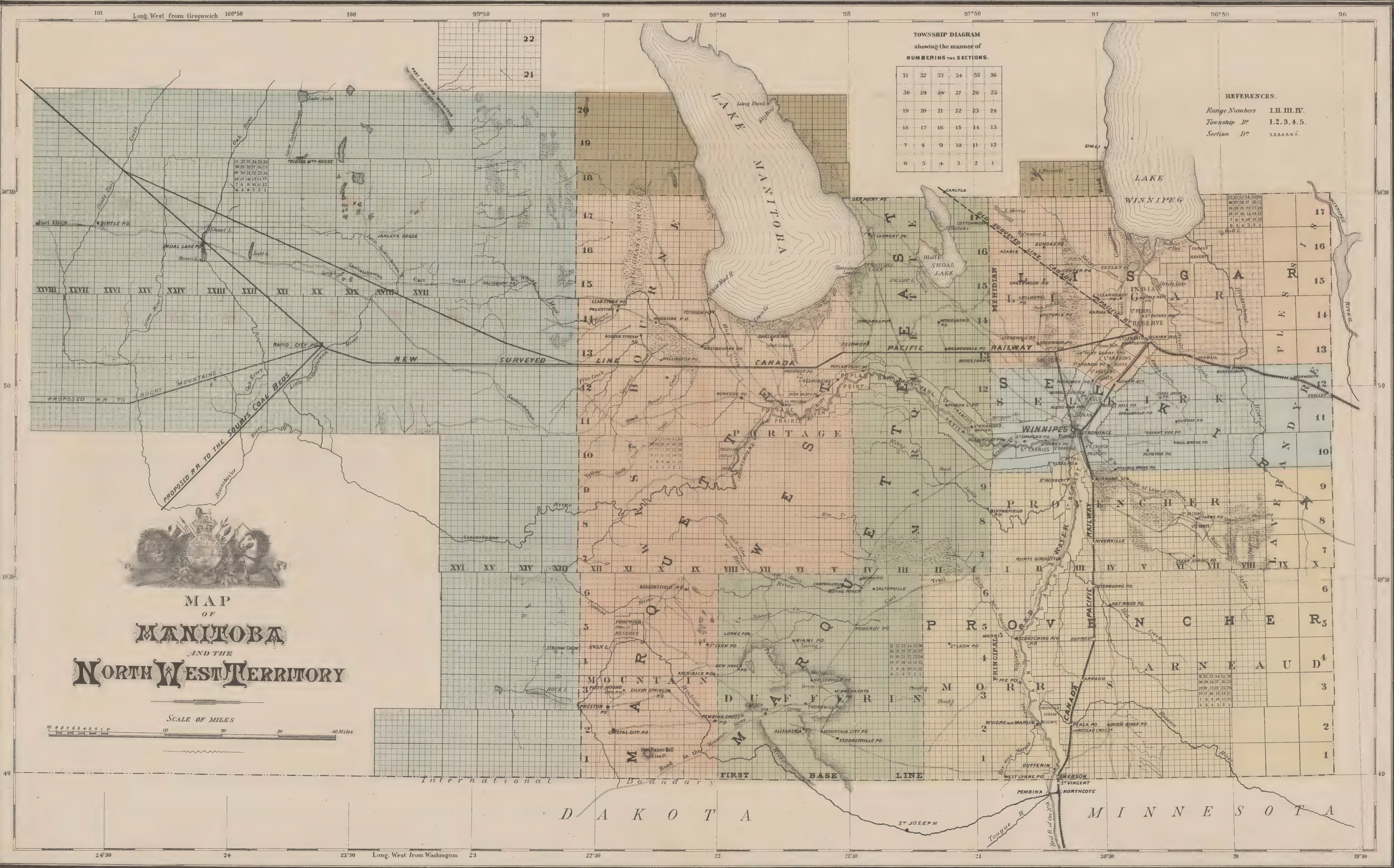
Isaac E. Bowman



TANNERY & RESIDENCES OF **ZINKAN, CRESS & Co**, PORT ELGIN, ONTARIO
MANUFACTURERS OF SPANISH SOLE LEATHER



"SUMMERHILL FARM" RESIDENCE OF **PETER ARKELL**, CONG, LOTS 10 & 11, CULROSS TP, BRUCE CO, ONTARIO.
BREEDER OF PURE DURHAM CATTLE, COTSWOLD SHEEP AND BERKSHIRE PIGS,





Yours truly
J. A. Hunter
M. P. P.
Durham, Ont.



William Jelly,
M. P. P.
Shelburne, Ont.



Faithfully yours
George Jackson
M. P.
Durham, Ont.



Dr. George Landerkin,
Ex M. P.
Hanover, Ont.



J. R. Sing,
Singhampton, Grey Co.
Ont.



*Henry Bates,
of Melancthon Tp. Ont.
A Member of the old District Council.*



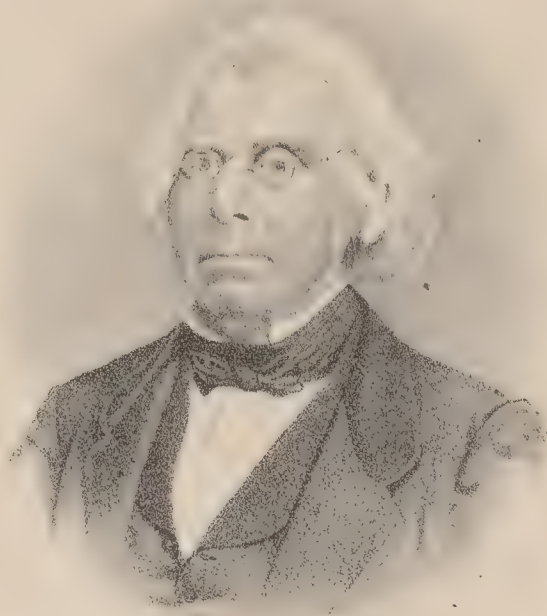
*Roderick Clark, [Deceased]
Sombra Tp, Ont.*



*James Lever, [Deceased]
Pioneer of York County.*



*William Silk,
2nd White Settler in Melancthon Tp. Ont.
[Deceased]*



*Richard Campbell,
First School Teacher in Artemesia Tp. Ont.*



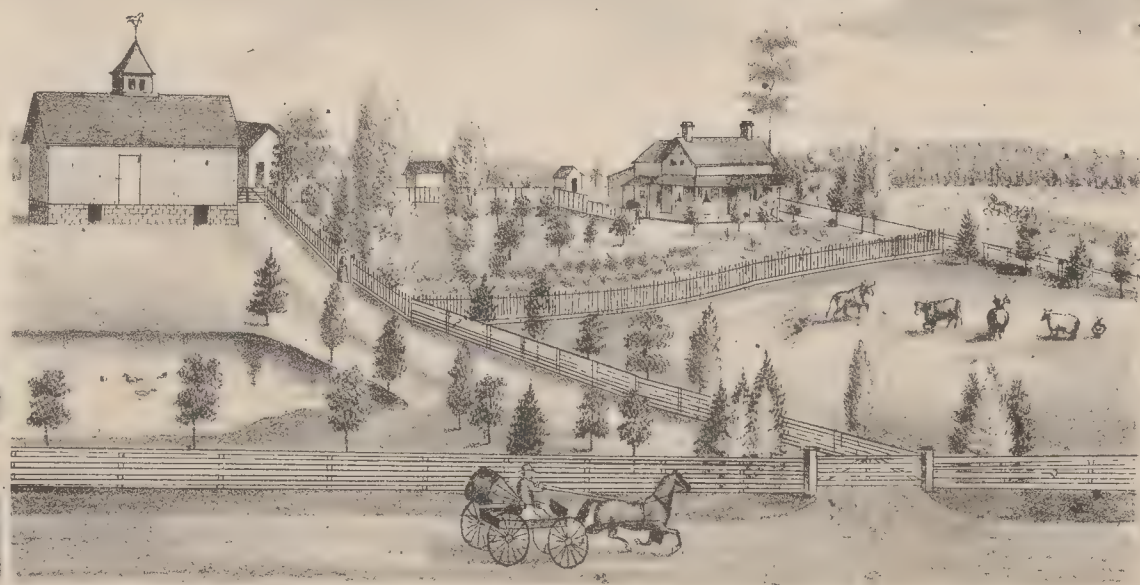
*Jas. J. Watson, [Deceased]
Melancthon Tp. Ont.*



RES. OF **WILLIAM DERBY**, BENTINCK TP. CON. 29, LOT 63, ONT.



JNO. HARRISON'S STEAM SAW MILL & SASH & DOOR FACTORY, WEST ST, OWEN SOUND, GREY CO. ONT.



RES. OF **JAMES BEECROFT**, CON. 3, LOT 150, ARTEMESIA TP. GREY CO. ONT.



MAP OF
BRITISH COLUMBIA

COMPILED FROM THE
MAP OF THE PROVINCE
RECENTLY PREPARED

under the direction of the
HON. J.W. TRUTCH
Lieut. Gov. of the Province
WITH ADDITIONS FROM THE
MAPS OF THE POST OFFICE DEPARTMENT.

Scale of Miles.
0 10 20 30 40 50 60 70 80 90 100



*John Mc Lay,
Registrar of Bruce Co.*



*Jas. Beachell [Deceased],
First Warden of the Co. of Grey.*



*James Piterson,
Ex-Warden of the Co of Grey.*



*James Brown,
Township Clerk, Durham.*



*Finlay Mackenzie
Warden of Grey Co. 1880.*



*E. E. Knott
Reeve of Euphrasia Tp. Ont.*



*W. J. McFarland,
MAPKDALE.*



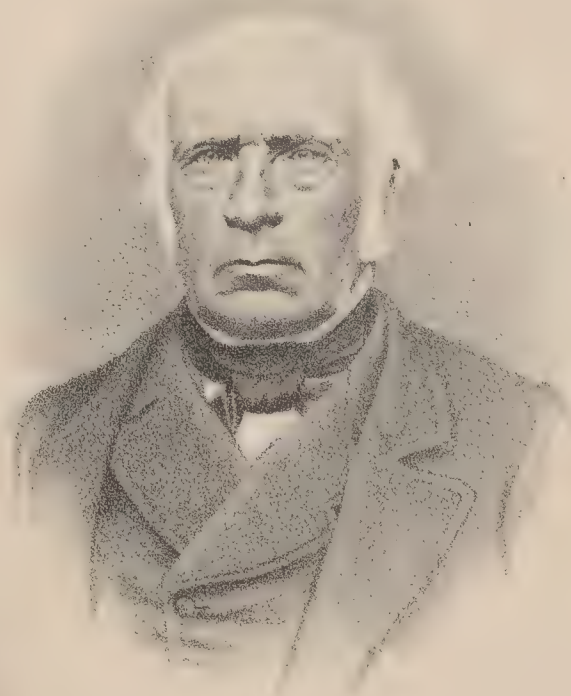
*James Murdoch
Ex-Warden of the County of Grey.*



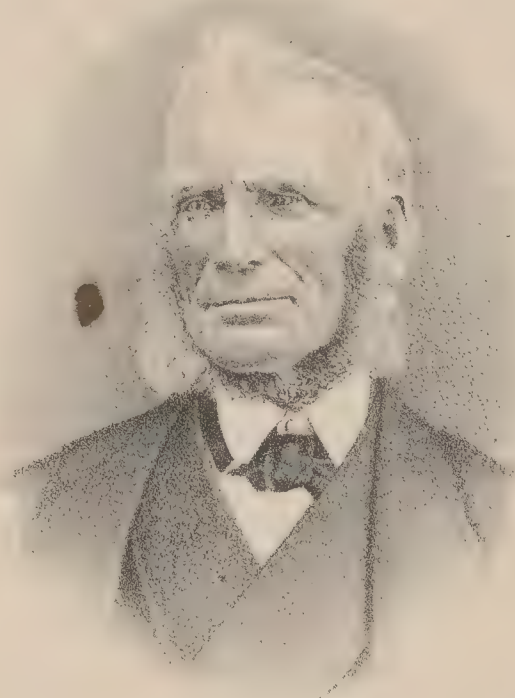
*A. Davidson
Treasurer of Durham.*



*John Landen
Registrar South Grey.*



*Archd Hunter,
The Founder of Durham,
ONT.*



*Samuel Wallace,
MT FOREST,
First Settler on the new Survey of Egremont Tp.*



*Wm Airth, [Deceased]
Late Reeve of Melancthon Tp.
ONT.*



*Henry J. Middaugh,
Mayor of
Durham, ONT.*



*Joseph Walker,
Founder of Walkerton,
ONT.*



*Mark Armstrong,
Founder of Markdale,
ONT.*



*Judge Frederick T. Wilkes,
[Deceased]
of OWEN SOUND.*



*James Gibson,
[Deceased]
Late Clerk of Osprey Tp. ONT.*

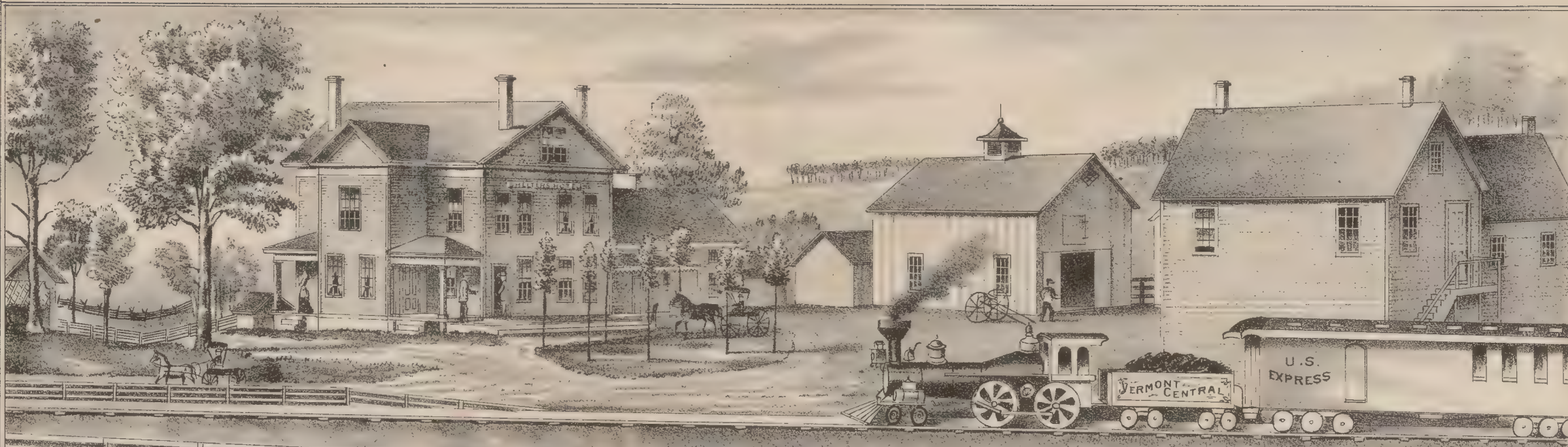


*The late J.P. Coulson,
OWEN SOUND.*

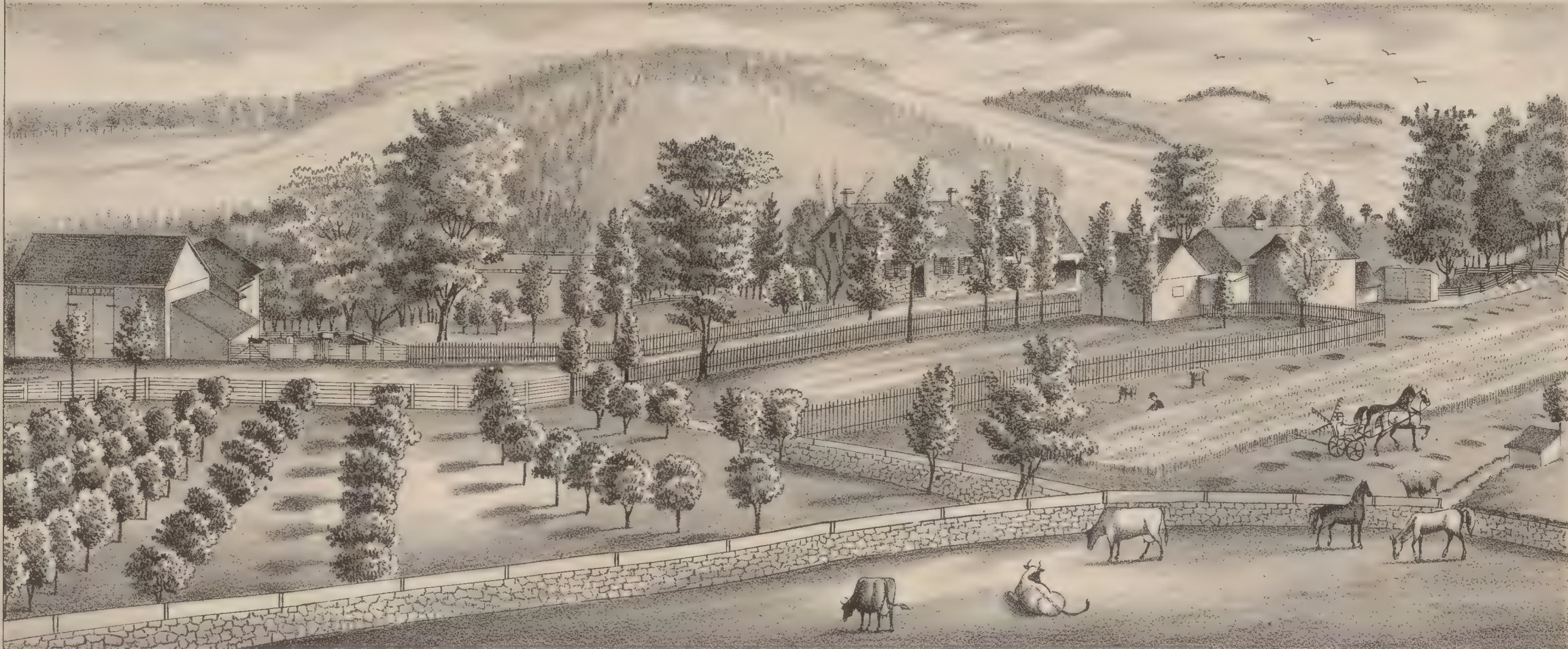


*Robert Dunlop,
Clerk of the Tp of Euphrasia
for 21 Years.*





SHELTERS' HOTEL A. SHELTERS PROPRIETOR ST ARMAND, MISSISQUOI CO. QUE



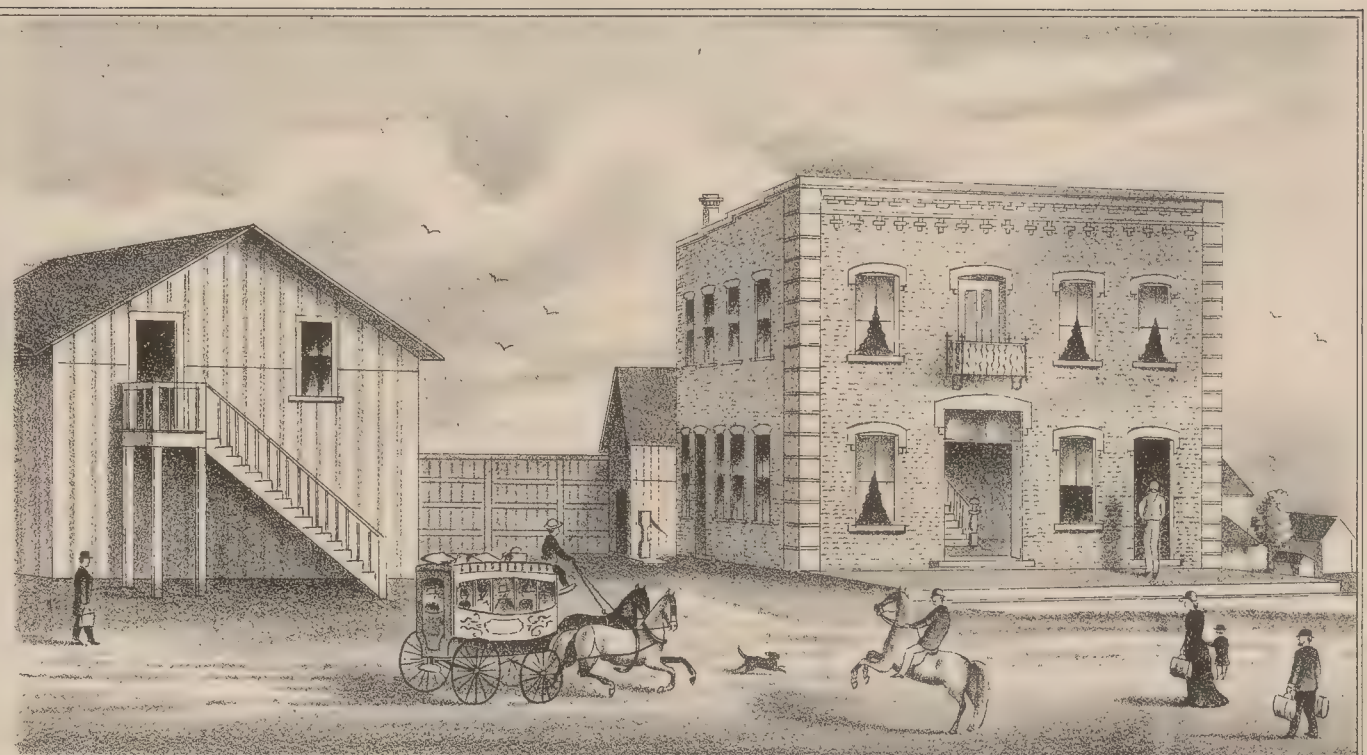
"MAPLE LANE" THE RES. OF PATRICK BUTLER ESQ. TP. OF DUNHAM, MISSISQUOI CO. QUE.



"SPRINGBROOK FARM," RES. OF JAMES MYLES, CON 5, LOT 11, EUPHRASIA TP. GREY CO. ONT.



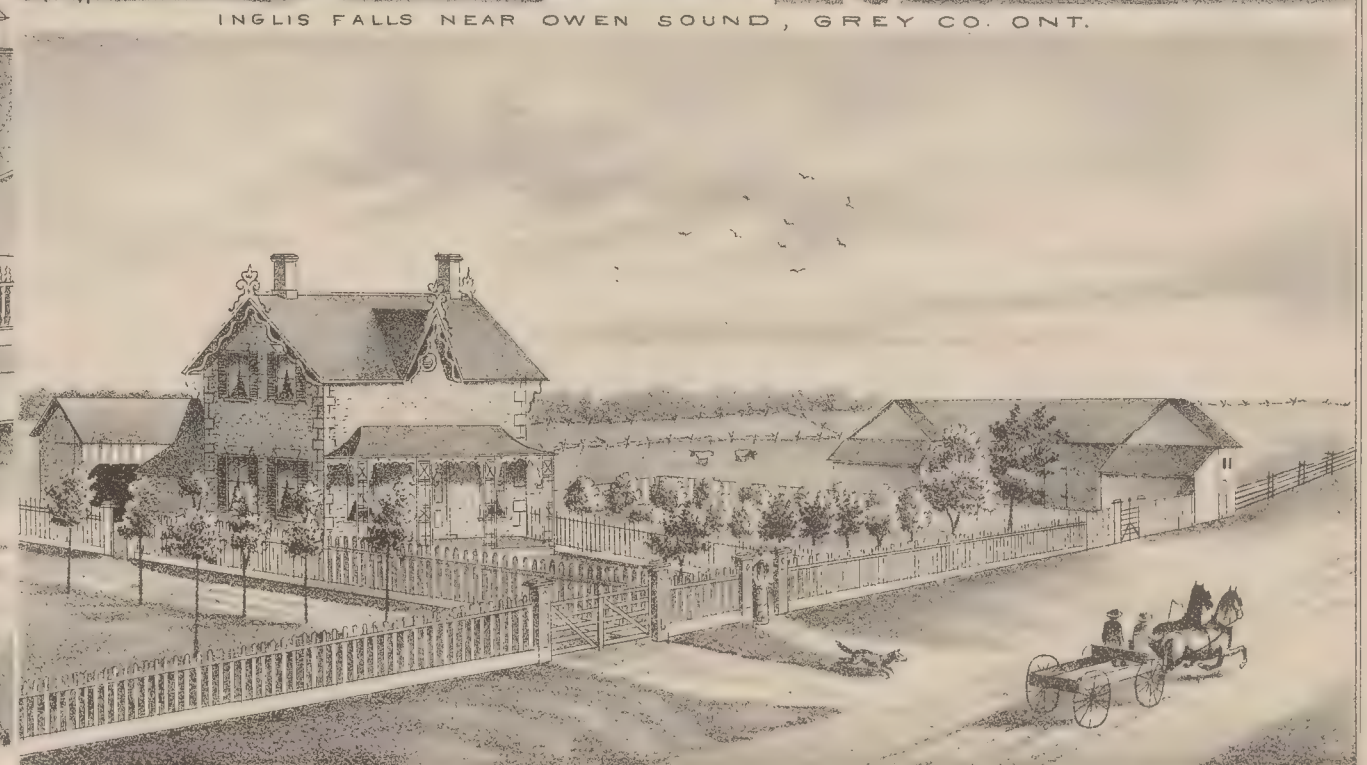
KNOX CHURCH, OWEN SOUND, GREY CO. ONT.



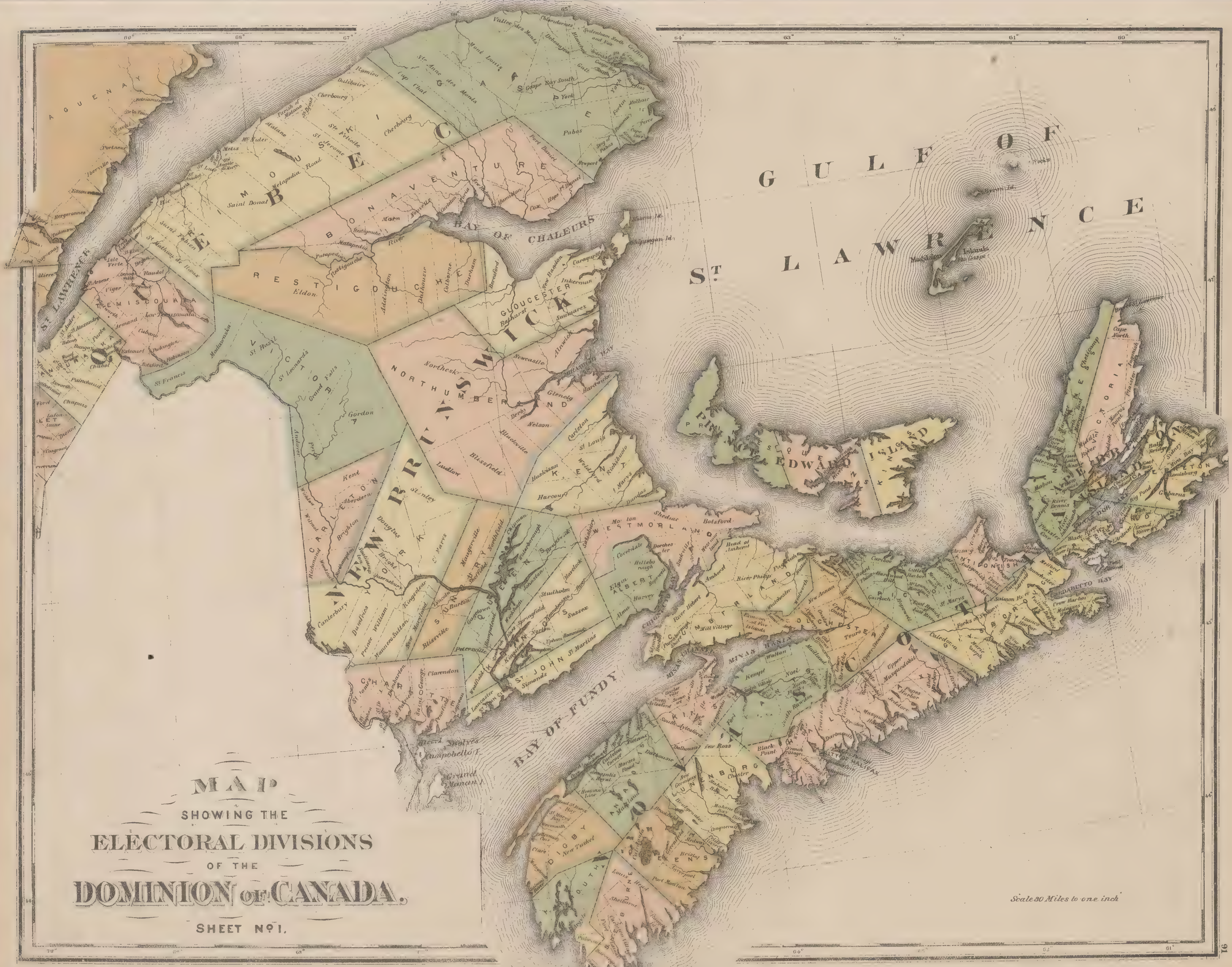
REVERE HOTEL JOS. MC CUTCHEON PROP. MARKDALE, GREY CO. ONT.



INGLIS FALLS NEAR OWEN SOUND, GREY CO. ONT.



RES. OF FRANCIS BURTON ESQ, HOLLAND TP. LOT 82, GREY CO. ONT

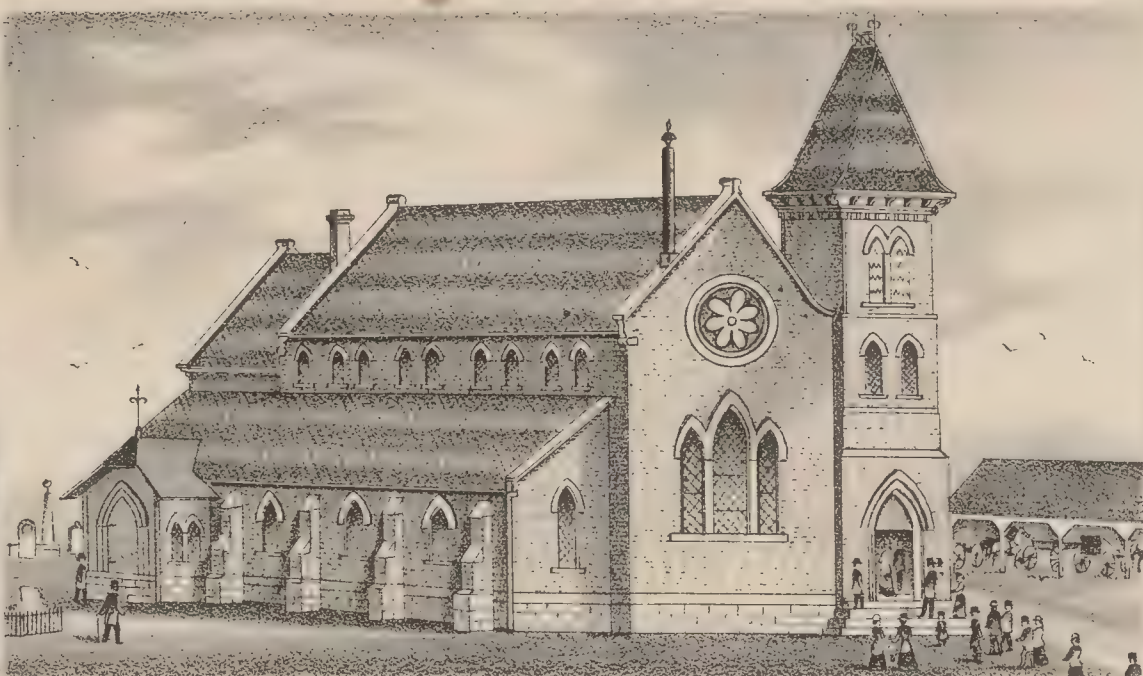


MAP
SHOWING THE
ELECTORAL DIVISIONS
OF THE
DOMINION OF CANADA.
SHEET NO. 1.

Scale 30 Miles to one inch



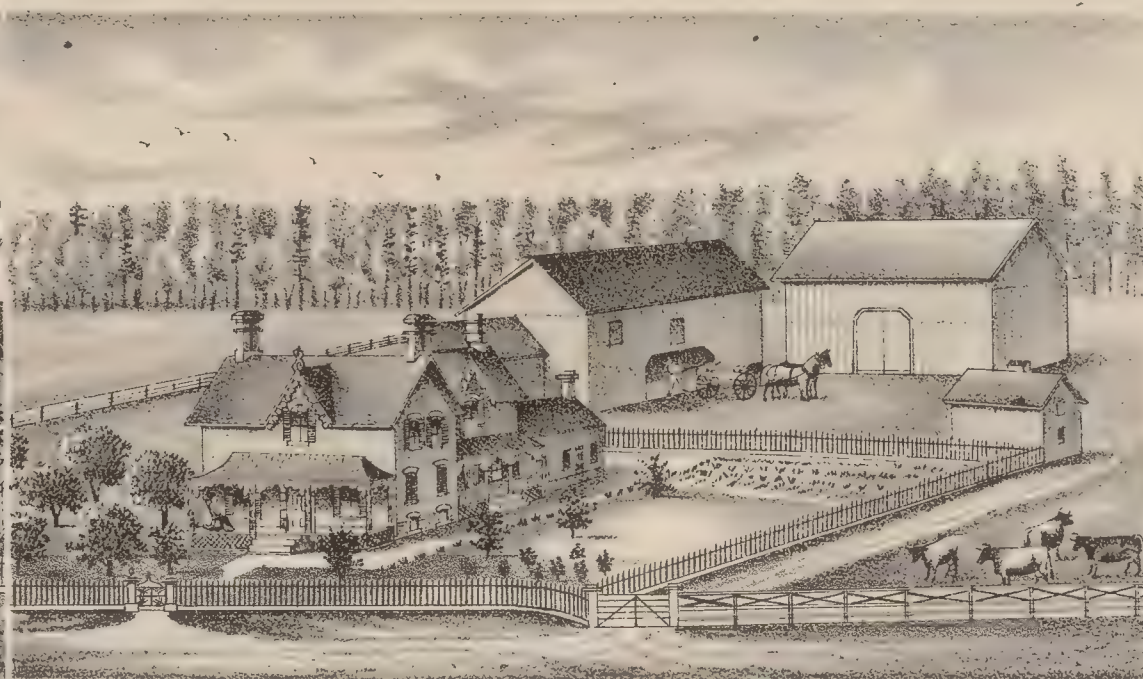
RES. OF WM TAYLOR, CON. 2, LOT 1, KINCARDINE TP. ONT.



CHRIST CHURCH - THE REV. RURAL DEAN COOPER B.D. INCUMBENT. INVERMAY, BRUCE CO. ONT.



PORTEOUS BANK OF CANADA, PAISLEY, BRUCE CO. ONT.



RESIDENCE OF JAMES GAUNT, CON 2, LOT 30, KINLOSS, ONT.



RES. OF NATHAN EMERY ESQ, EAST HATLEY, STANSTÉAD CO. QUE.

OLD CHURCH ERECTED 1818



Yours truly
Geo. Gould
 Reeve of AMABEL T^W ONT.

Robert Baird
 KINCARDINE, ONT.
 Warden of Bruce Co.



Geo. Gould
 Clerk of CO. OF BRUCE,
 ONT.



A. Mc Nab
 WALKERTON, ONT.

John Gillies M.P.
 For N. BRUCE,
 ONT.

Paul Ross
 Ex Mayor of
 WALKERTON, ONT.



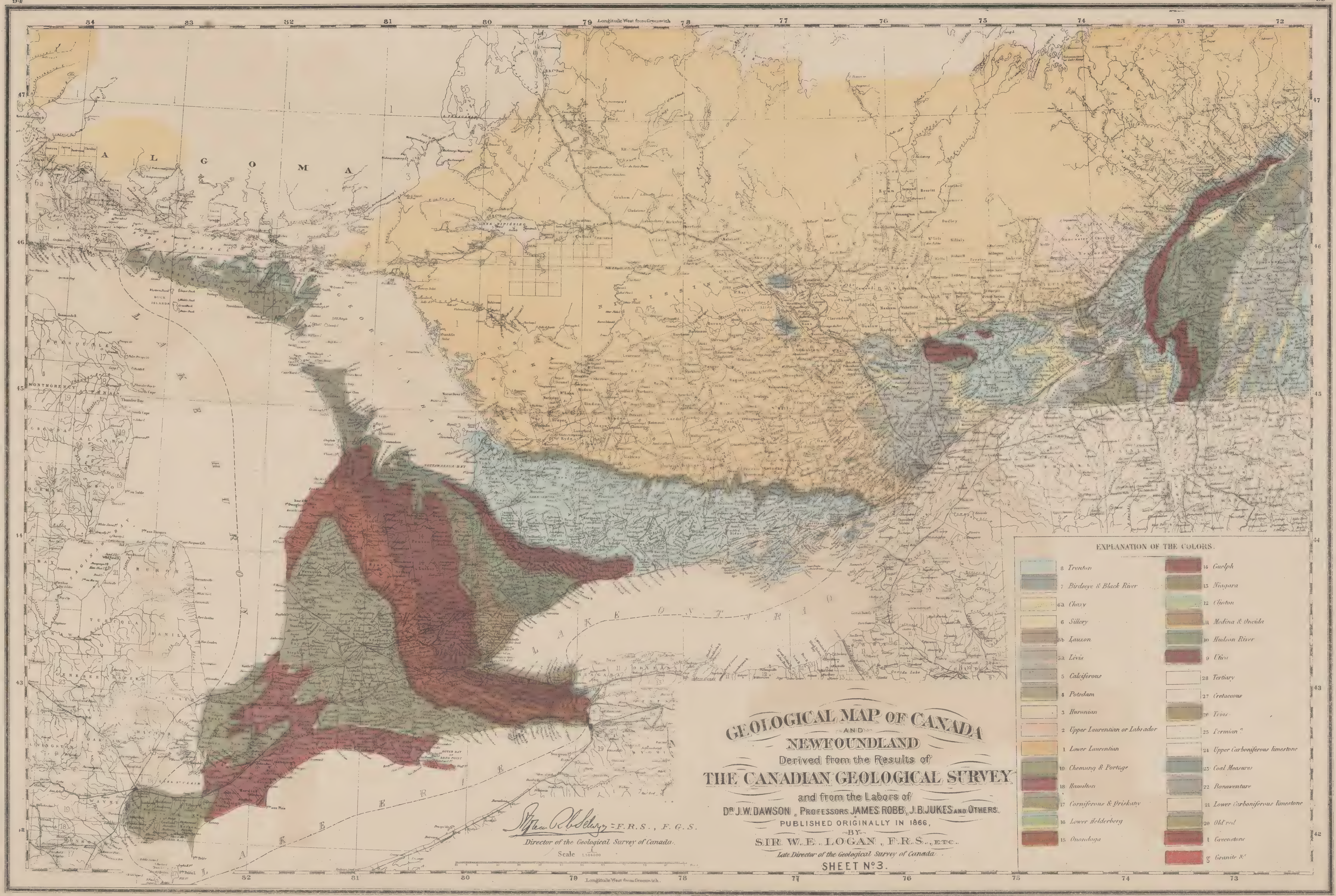
A. Mc Nab
 Crown Land Agent
 SOUTHAMPTON ONT.

Marybell
 LUCKNOW, ONT.
 One of the Pioneers of Culross.



Yours truly
James Saunders
 WALKERTON ONT.

James Saunders
 Reeve & Irbstmaster of
 PAISLEY, ONT.

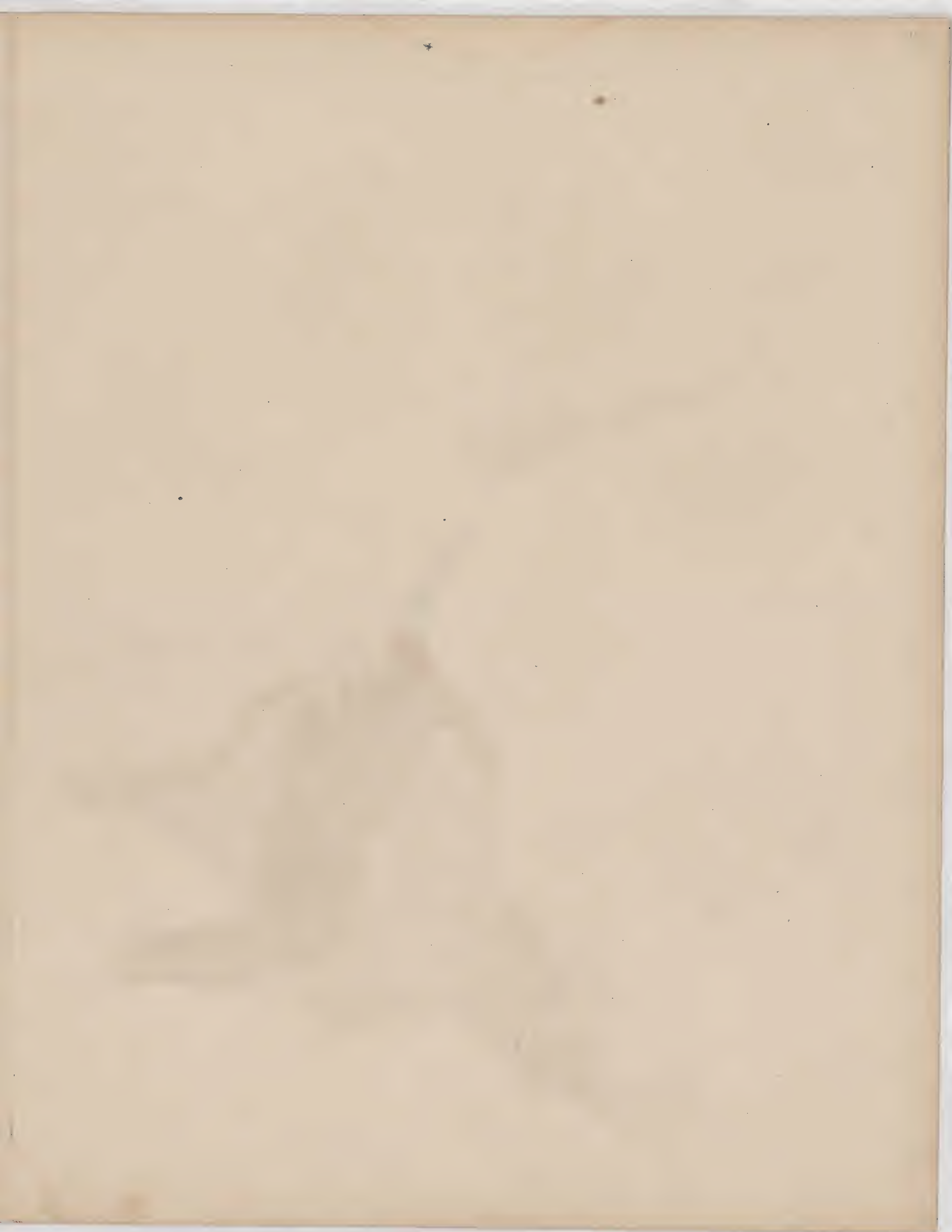


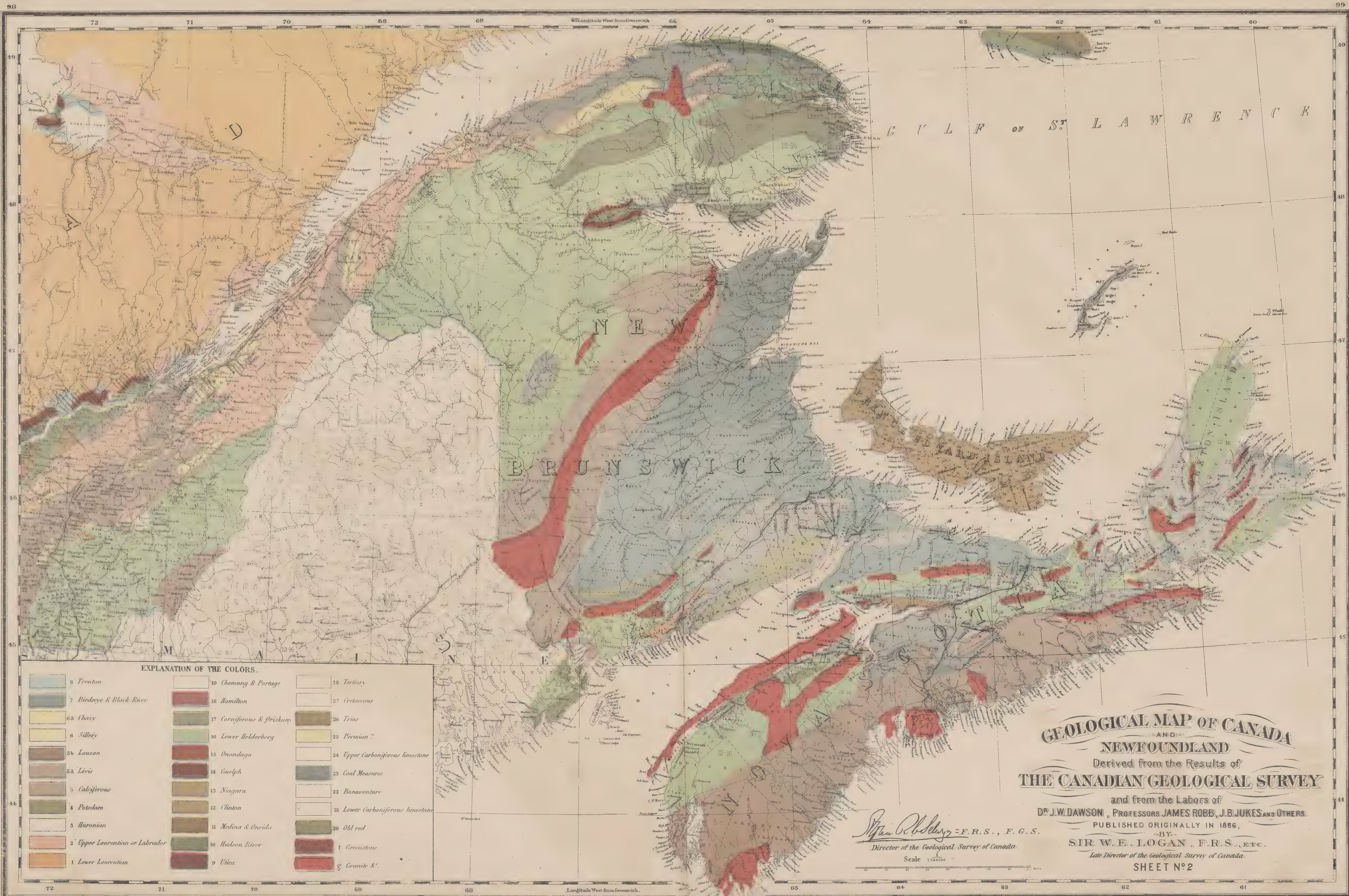
**GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND**
Derived from the Results of
THE CANADIAN GEOLOGICAL SURVEY
and from the Labors of
DR. J. W. DAWSON, PROFESSORS JAMES ROBB, J. B. JUKES AND OTHERS.
PUBLISHED ORIGINALLY IN 1866,
BY
SIR W. E. LOGAN, F.R.S., ETC.
Late Director of the Geological Survey of Canada.
SHEET N° 3.

EXPLANATION OF THE COLORS.

8 Trenton	14 Guelph
7 Birdseye & Black River	13 Niagara
6a Chazy	12 Clinton
6 Silery	11 Medina & Onondaga
5b Lauzon	10 Hudson River
5a Lévis	9 Utica
5 Calciferous	28 Tertiary
4 Potsdam	27 Cretaceous
3 Huronian	26 Trias
2 Upper Laurentian or Labrador	25 Permian
1 Lower Laurentian	24 Upper Carboniferous limestone
19 Chemung & Portage	23 Coal Measures
18 Hamilton	22 Bonaventure
17 Corniferous & Oriskany	21 Lower Carboniferous limestone
16 Lower Helderberg	20 Old red
15 Onondaga	1 Greenstone
	8 Granite &c







EXPLANATION OF THE COLORS.

8 Trenton	19 Chemung & Portage	28 Tertiary
7 Birdseye & Black River	18 Hamilton	27 Gelacons
6a Chazy	17 Corniferous & Oriskany	26 Trias
6 Silley	16 Lower Helderberg	25 Permian
5b Lauzon	15 Onondaga	24 Upper Carboniferous limestone
5a Lévis	14 Guelph	23 Coal Measures
5 Calciferous	13 Niagara	22 Bonaventure
4 Potsdam	12 Clinton	21 Lower Carboniferous limestone
3 Huronian	11 Medina & Oneida	20 Old red
2 Upper Laurentian or Labrador	10 Hudson River	t Greenstone
1 Lower Laurentian	9 Utica	g Granite &c.

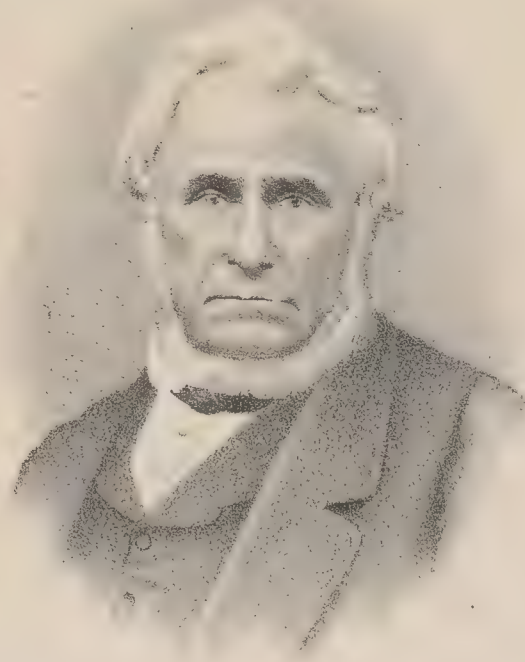
GEOLOGICAL MAP OF CANADA
AND
NEWFOUNDLAND
Derived from the Results of
THE CANADIAN GEOLOGICAL SURVEY
and from the Labors of
DR. J. W. DAWSON, PROFESSORS JAMES ROBB, J. B. JUKES AND OTHERS.
PUBLISHED ORIGINALLY IN 1886,
BY
SIR W. E. LOGAN, F.R.S., ETC.
Late Director of the Geological Survey of Canada.
SHEET N°2

W. E. Logan F.R.S., F.G.S.
Director of the Geological Survey of Canada.
Scale 1:500,000

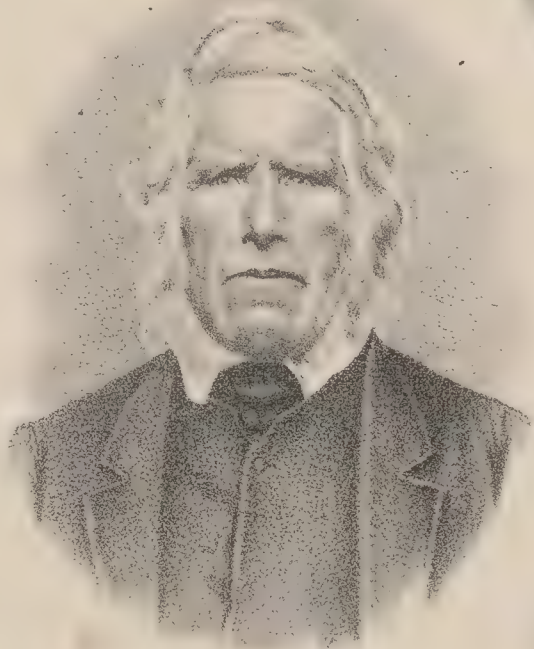




*William Hall Sr.,
Pioneer of Melancthon Tp.
ONT.*



*John Arthur,
St Vincent Tp.
ONT.*



*Robert Mitchell,
St Vincent Tp
ONT.*



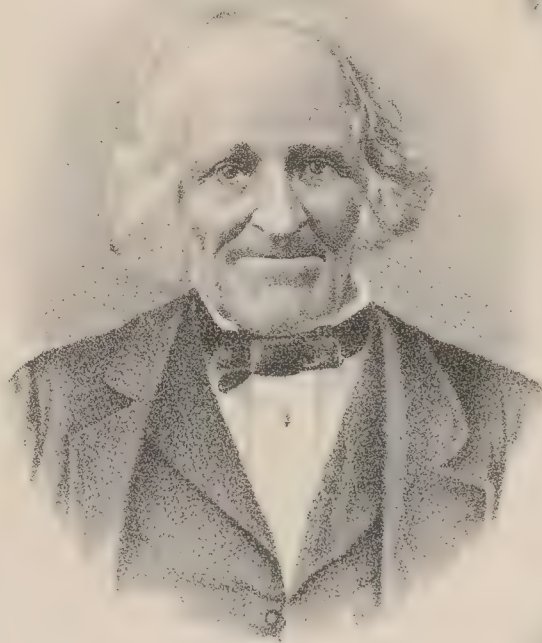
*James Robertson [deceased]
Settled in St Vincent Tp. Ont. 1836.
A Member of the Old District Council.*



*James Corley,
St Vincent Tp. Ont.
[One of the Early Settlers.]*



*William Whitelaw,
One of the Pioneers of St Vincent Tp. Ont.
Located in 1834—A Member of the Old District
Council.*



*A. Buck,
[deceased]
Hanover Ont.*



*Robert Taylor,
[Deceased]
St Vincent Tp. Ont.*



*William Batty,
[Deceased]
of St Vincent Tp. Ont.*



*Jas. Beith,
[Deceased]
Owen Sound, Ont.*



*John McKay,
Deceased - late of Sydenham, ONT.
Fought under Sir John Moore at Corunna
Born 1773 - Settled in Sydenham 1841 -
Died 1876.*



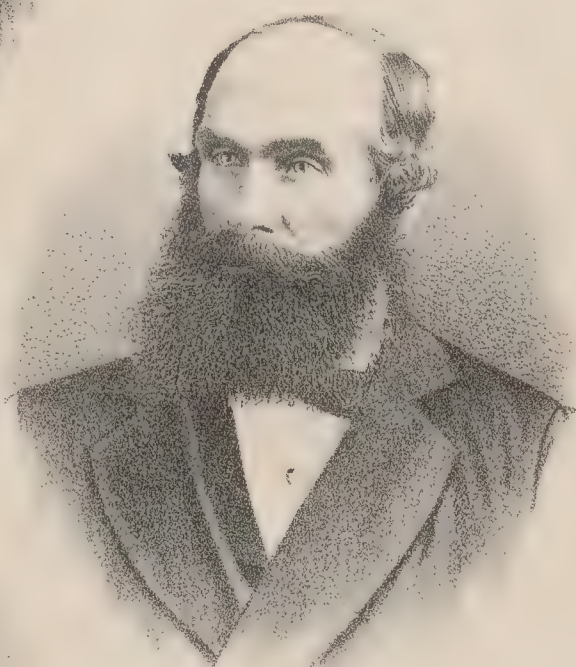
*Alex Irwin
the first Deputy Reeve
of ARTEMESIA T^p ONT.*



*James Edge
GLENELG T^p ONT.
Ex Warden of Grey Co.*



*Samuel Edge
Pioneer of GLENELG T^p
ONT.*



*James Beattie
Treasurer of SULLIVAN T^p ONT.
14 Years in the Council.*



*Robert A. Stark
Reeve of DERBY T^p,
ONT.*



*Nathaniel Herriman
[Deceased] of DERBY T^p
ONT.*



*Alexander Fleming
[Deceased] of DERBY T^p
ONT.*



*Robert Linn
Pioneer of DERBY T^p ONT.
Member of the Municipal Council for
30 Years.*



*James Gardner
22 Years in the Municipal Council
of SYDENHAM T^p ONT.*



*John Valentine,
[Deceased]
One of the First Settlers of Paisley,
ONT.*



*Peter H. Brown .
[Deceased]
First Settler in Teeswater,
ONT.*



*The Late George Reddon,
Carrick Tp. Bruce Co.
ONT.*



*Robert Graham,
Lucknow,
ONT.*



*Samuel T. Rowe,
Paisley,
ONT.*



*Donald Mc Lellan,
[Deceased]
The "Old Recve" of Bruce Tp. ONT.*



*William Carnegie,
Mildmay,
ONT.*



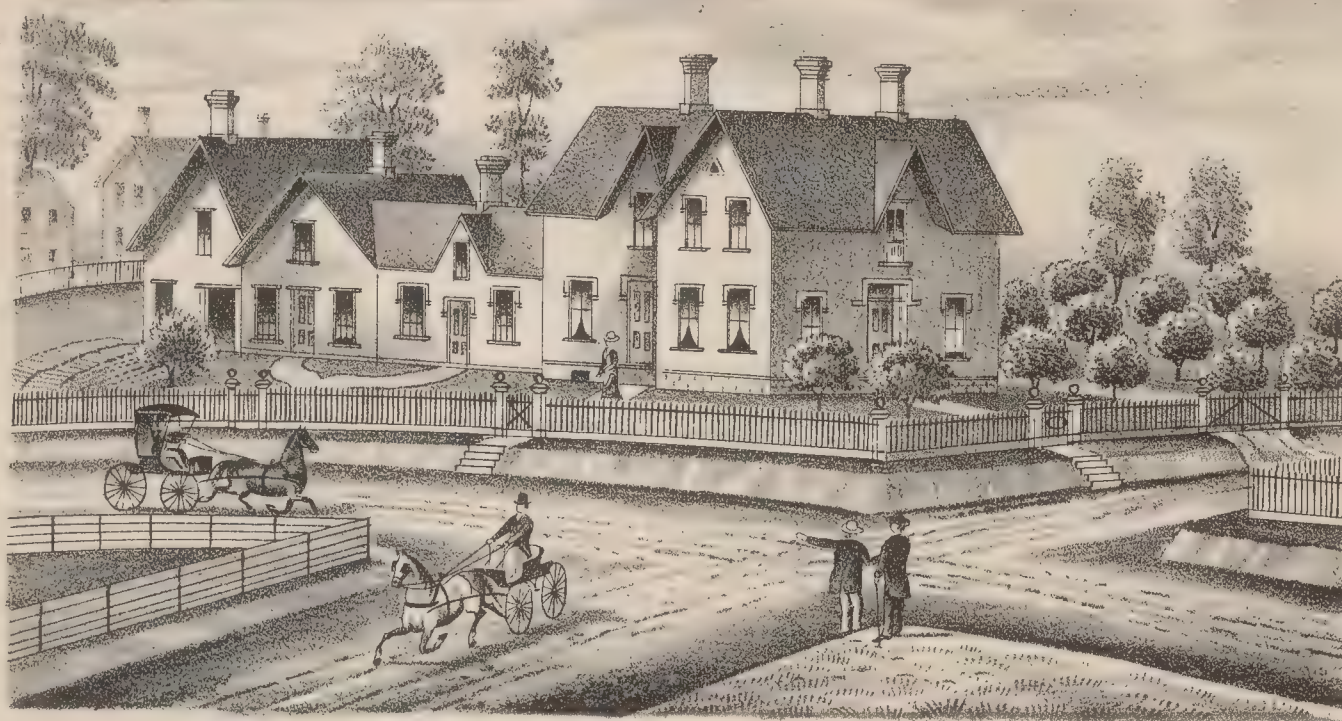
*Major Wm Daniel,
Kincardine,
ONT.*



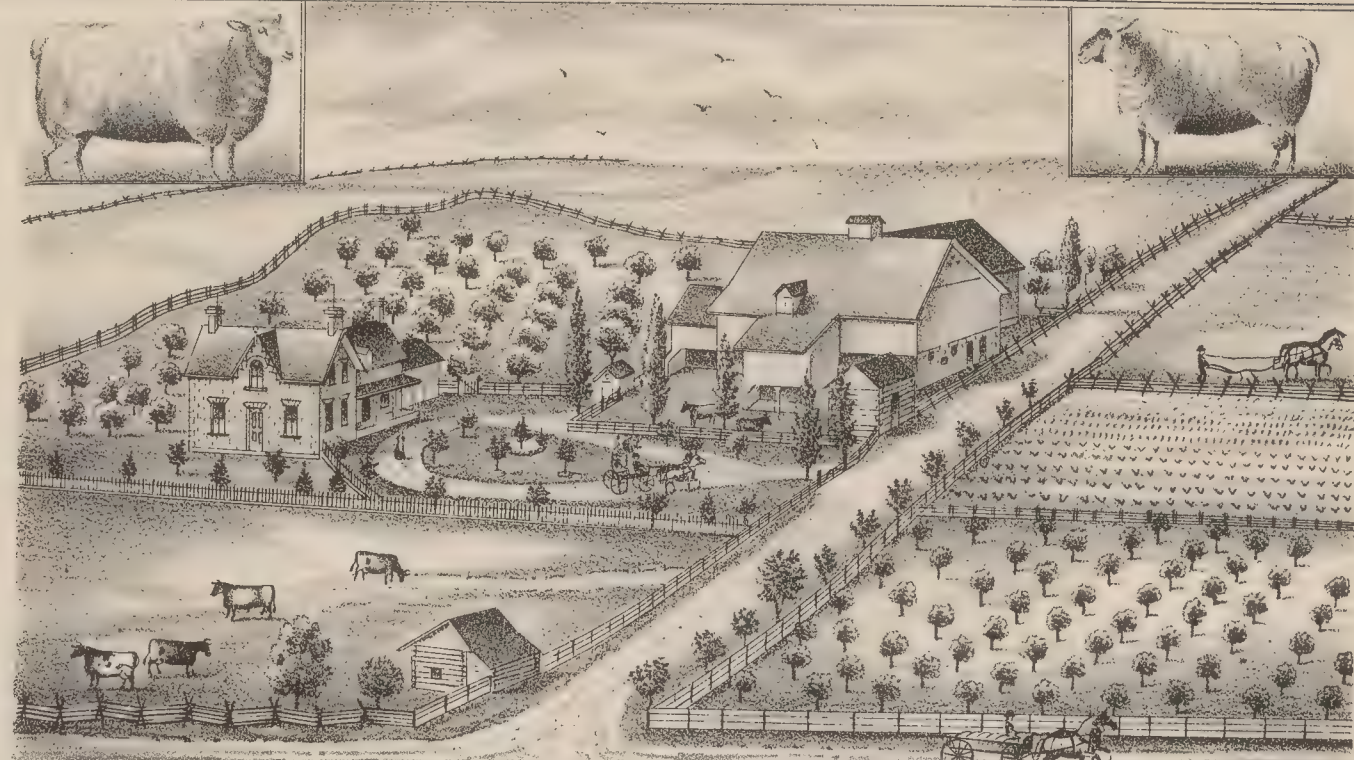
*Geo. Daniel,
Kincardine,
ONT.*



*Alexander M. Carter,
Walkerton,
ONT.*



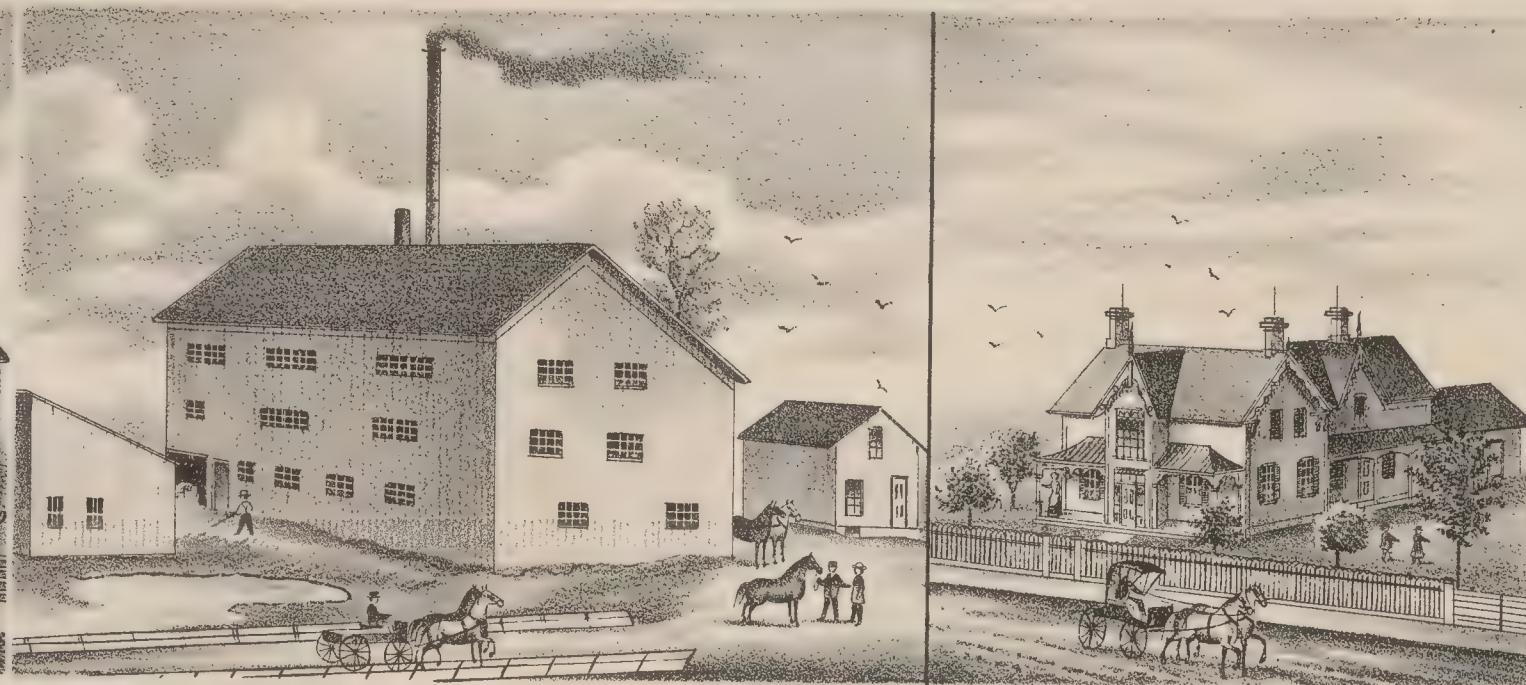
RES OF **G. G. BOBIE**, WALKERTON, BRUCE CO, ONT.



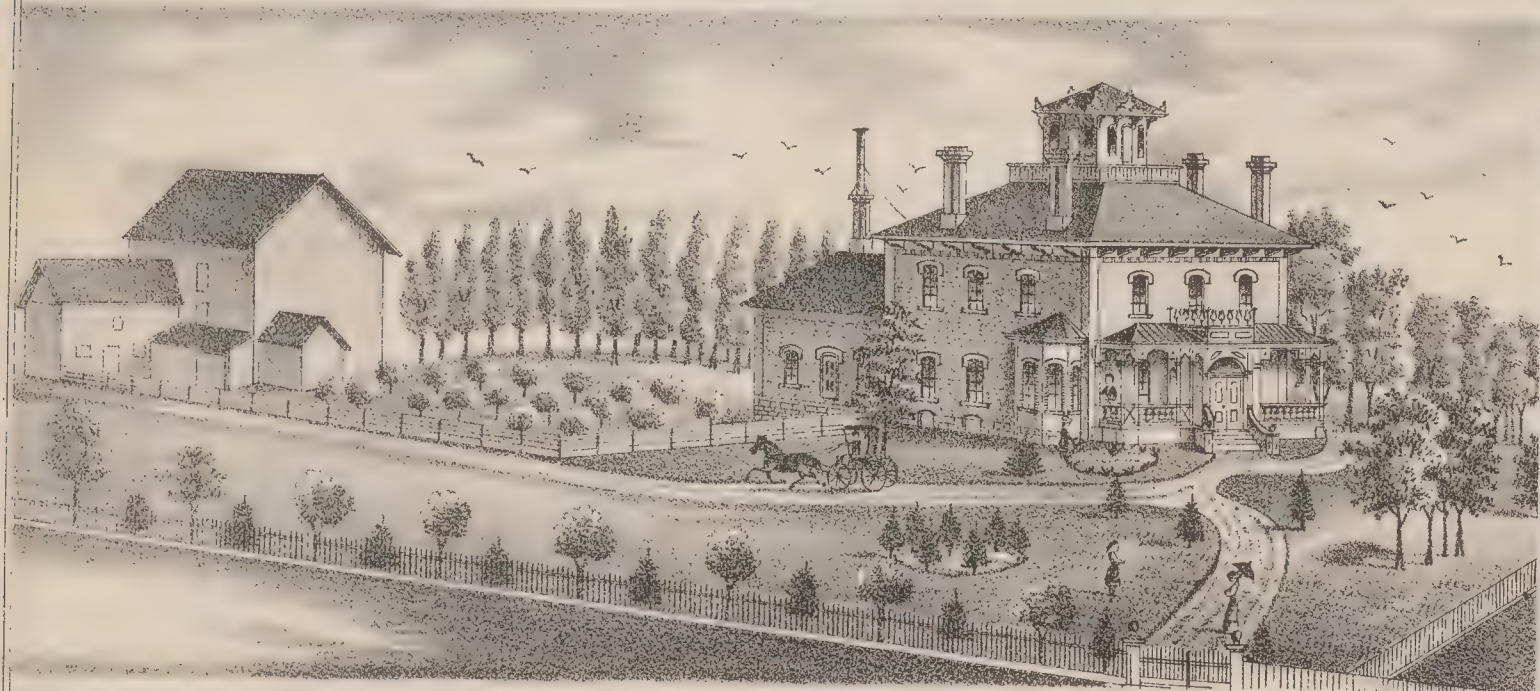
"SPRINGMILL" FARM—RES. OF **RICHARD RIVERS**, BREEDER AND DEALER IN DURHAM CATTLE, COTSWOLD, LEICESTER & SOUTHDOWN SHEEP, ALSO BERKSHIRE SWINE. CLEAN SEED GRAIN A SPECIALTY. WALKERTON P.O., BRUCE CO, ONT.



MILLS & RESIDENCE OF **T. J. STEWART**, CON. 1, LOT 16, KINLOSS TP, BRUCE CO, ONT.



TANNERY & RES. OF **JOHN Mc DONALD**, TIVERTON, BRUCE CO, ONT.



RESIDENCE OF **J. H. ELLIOT**, CHESLEY, BRUCE CO, ONT.



RES. OF **ADAM ESPLAN**, CON. 6 - LOT 3, ARRAH TP, BRUCE CO, ONT.



*John Valentine,
[Deceased]
One of the First Settlers of Paisley,
ONT.*



*Peter H. Brown.
[Deceased]
First Settler in Teeswater,
ONT.*



*The Late George Reddon,
Carriick Tp. Bruce Co.
ONT.*



*Robert Graham,
Lucknow,
ONT.*



*Samuel T. Rowe,
Paisley,
ONT.*



*Donald Mc Lellan,
[Deceased]
The "Old Reeve" of Bruce Tp. ONT.*



*William Carnegie,
Mildmay,
ONT.*



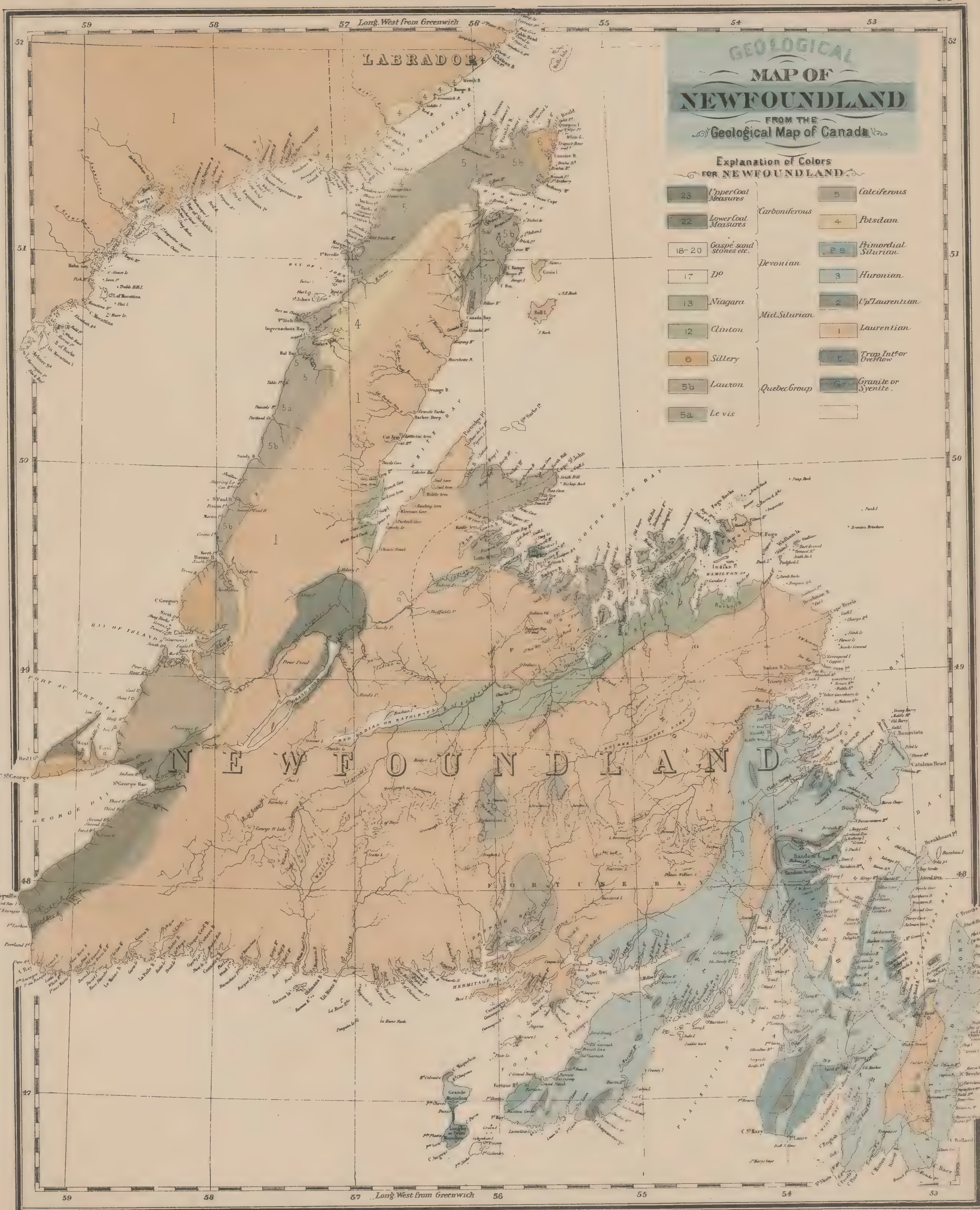
*Major Wm Daniel,
Kincardine,
ONT.*



*Geo. Daniel,
Kincardine,
ONT.*



*Alexander McCarter,
Walkerton,
ONT.*







*John McKay,
Deceased-late of Sydenham, ONT.
Fought under Sir John Moore at Corunna.
Born 1775—Settled in Sydenham 1841—
Died 1896.*



*Alex Irwin
The first Deputy Reeve
of ARTEMESIA T^R ONT.*



*James Edge
GLENELG T^R ONT.
Ex-Warden of Grey Co.*



*Samuel Edge
Pioneer of GLENELG T^R
ONT.*



*James Beattie
Treasurer of SULLIVAN T^R ONT.
24 Years in the Council.*



*Robert A. Stark
Reeve of DERBY T^R,
ONT.*



*Nathaniel Herriman
[Deceased] of DERBY T^R
ONT.*



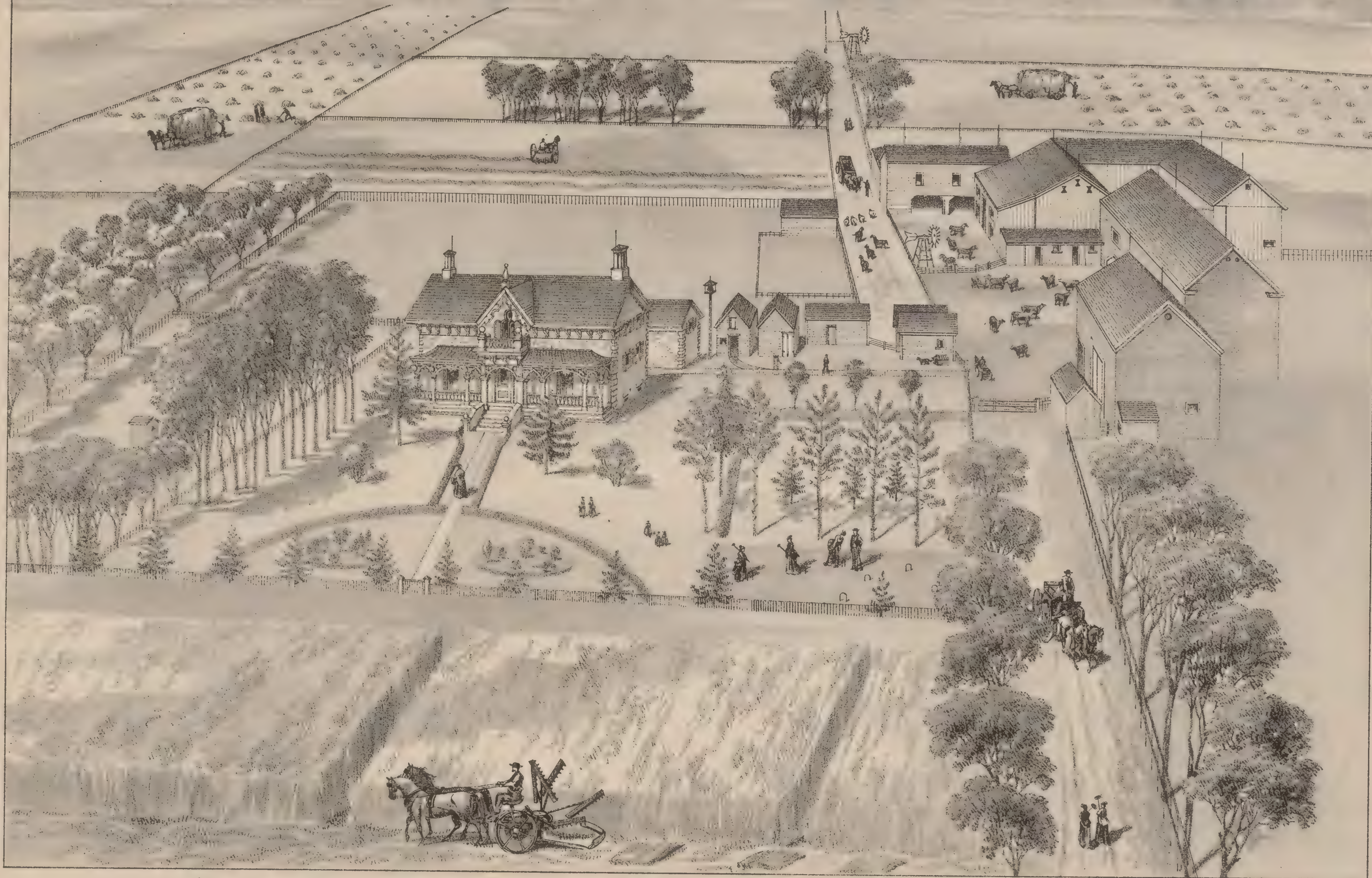
*Alexander Fleming
[Deceased] of DERBY T^R
ONT.*



*Robert Linn
Pioneer of DERBY T^R ONT.
Member of the Municipal Council for
30 Years.*



*James Gardner
22 Years in the Municipal Council
of SYDENHAM T^R ONT.*



FARM & RESIDENCE OF JAMES M. BUSSELL ESQ. (CON 9. N.S. LOT 13, TRAFALGAR T.P.)

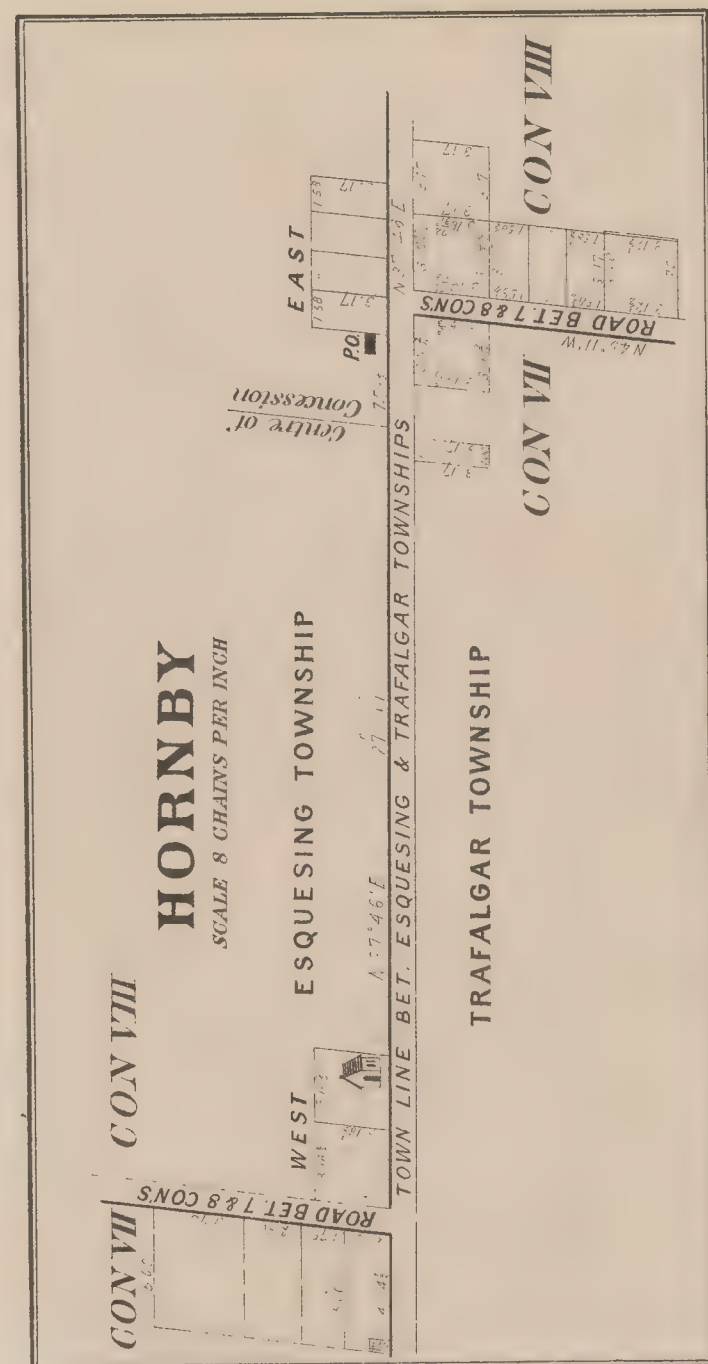


FARM & RESIDENCE OF J.R. & J.B. BESSEY
(CON 6. LOT 18, ESQUOSSING TOWNSHIP)



WALTON HOME.- FARM & RESIDENCE OF JAMES ZIMMERMAN, (CON 2, N.D.S. LOT 6 NELSON T.P.)
(THIS PROPERTY FOR SALE.- CONSISTING OF 112 ACRES.- 8 ACRES, ORCHARD, ADDRESS, ZIMMERMAN P.O.)

SCALE 40 CHAINS PER INCH.

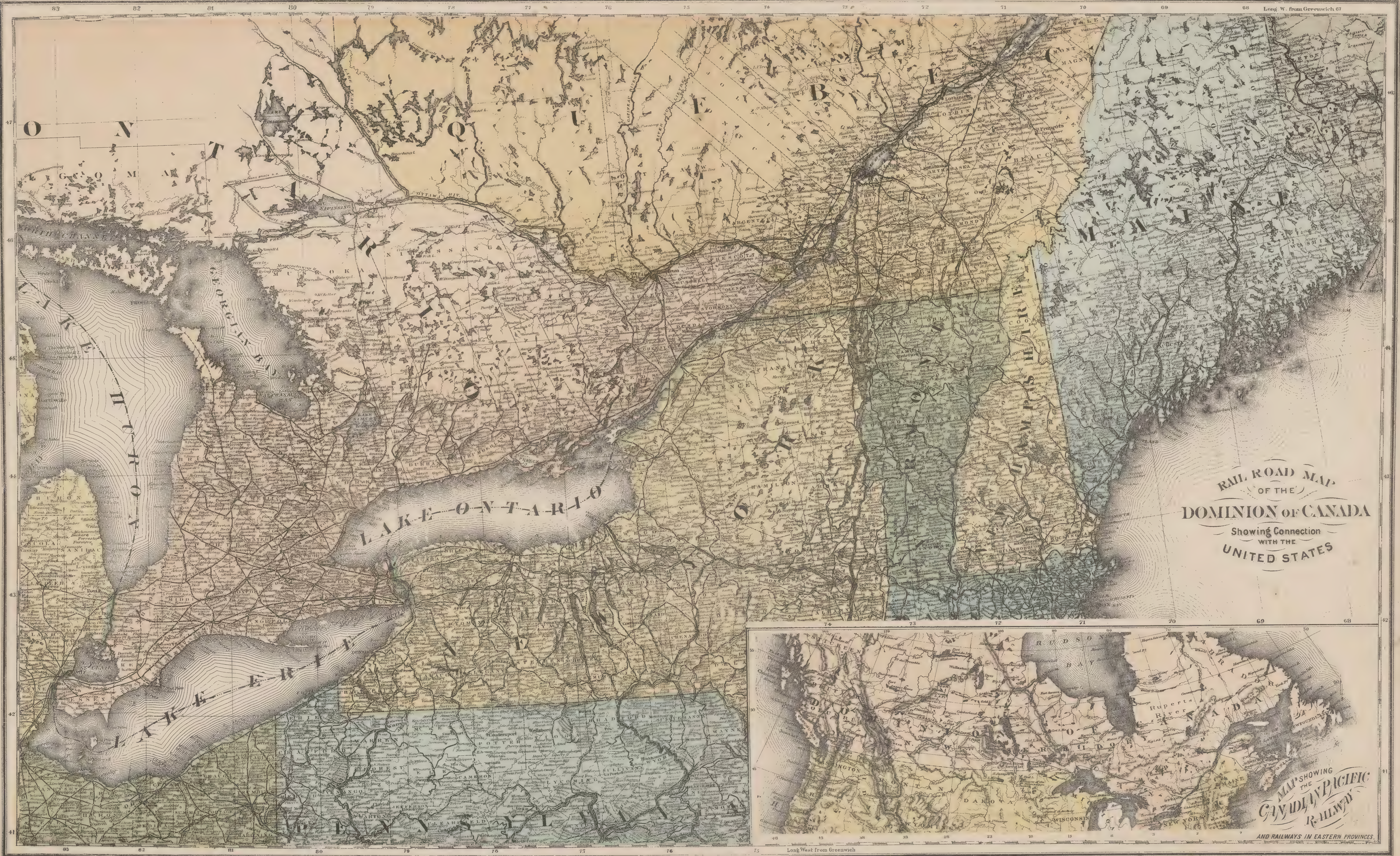


REFERENCES

- Orchards
Farm Houses
School Houses
Churches
Mill or Manufactories
Blacksmith Shops
Lime Kilns
Brick Yards
Stone Quarries
Wagon Roads
" " Allowance
Railways
Proposed Railways
Streams
Springs
Mountains

POST OFFICE ADDRESS LIST,
For Lot Owners and Residents in Hall County.

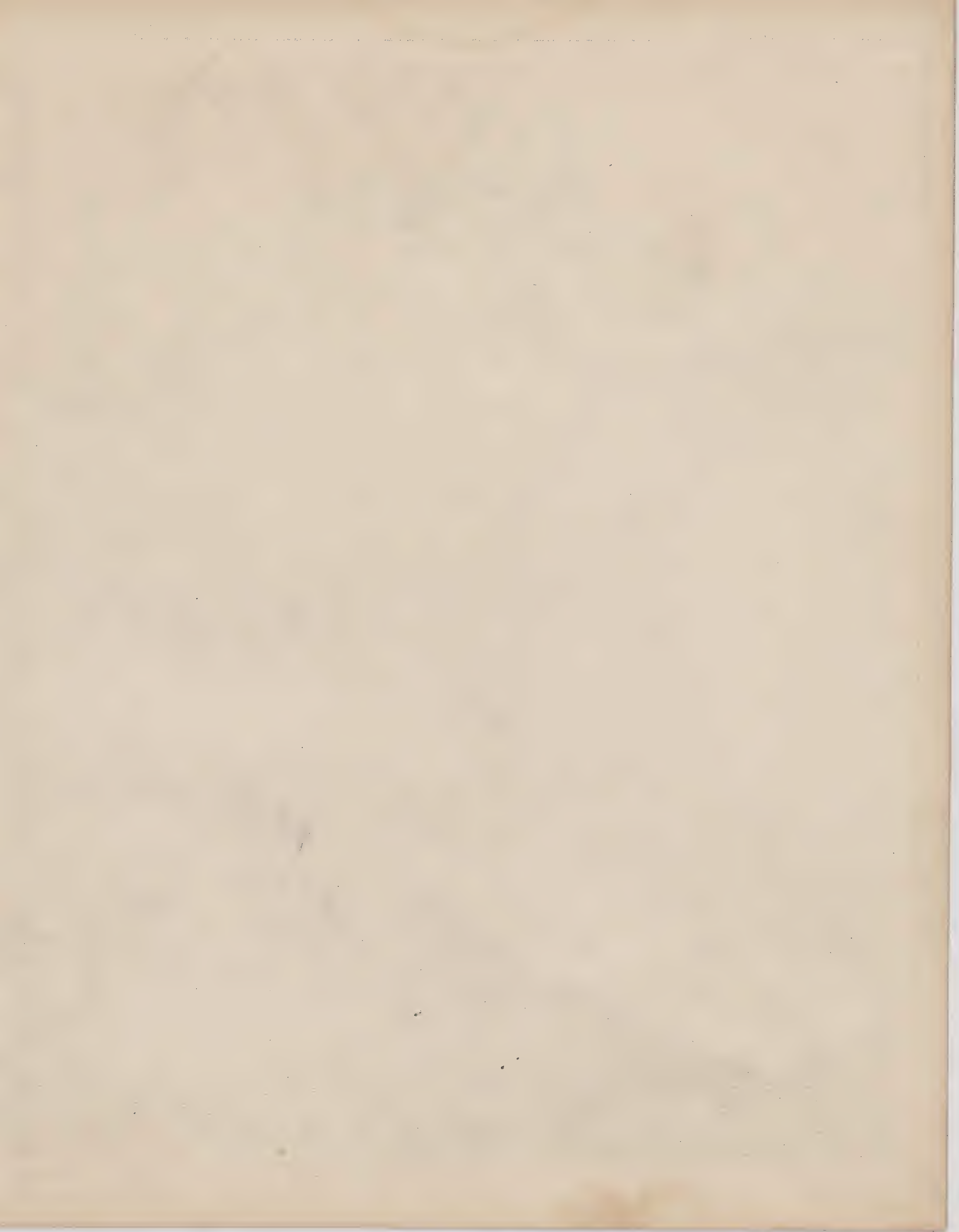
<i>N.R. Non Residents</i>	30	CAMPBELLVILLE	40	WARMINSTER
1 MILTON	21	KNATCHBULL	41	CARLISLE
2 GEORGETOWN	22	MOFATT	42	LYNDON
3 OAKVILLE	23	NASSAGAWEYA	43	BRANTFORD
4 BRONTE	24	APLEY	44	MOUNTSBURG
5 WELLINGTON	25	CHAMBERSVILLE	45	EXETER
6 AGINCOURT	26	MAUNDALE	46	EDEN MILLS
7 PALERMO	27	LOWVILLE	47	GUELPH
8 TRAFALGAR	28	NELSON	48	ARKELL
9 SHERIDAN	29	POT NELSON	49	CORWIN
10 OMAGH	30	ZIMMERMAN	50	ROCKWOOD
11 DRUMQUINN	31	STREETSVILLE	51	BALLINAFAD
12 BOYNE	32	CHURCHVILLE	52	SALMONVILLE
13 ASHGROVE	33	MEADOWVALE		
14 ESQUESING	34	WATERDOWN		
15 GLENWILLIAMS	35	HAMILTON		
16 HORNBY	36	DUNDAS		
17 LIMEHOUSE	37	GALT		
18 NORVAL	38	TORONTO		
19 SPEYSIDE	39	CEDARVILLE		

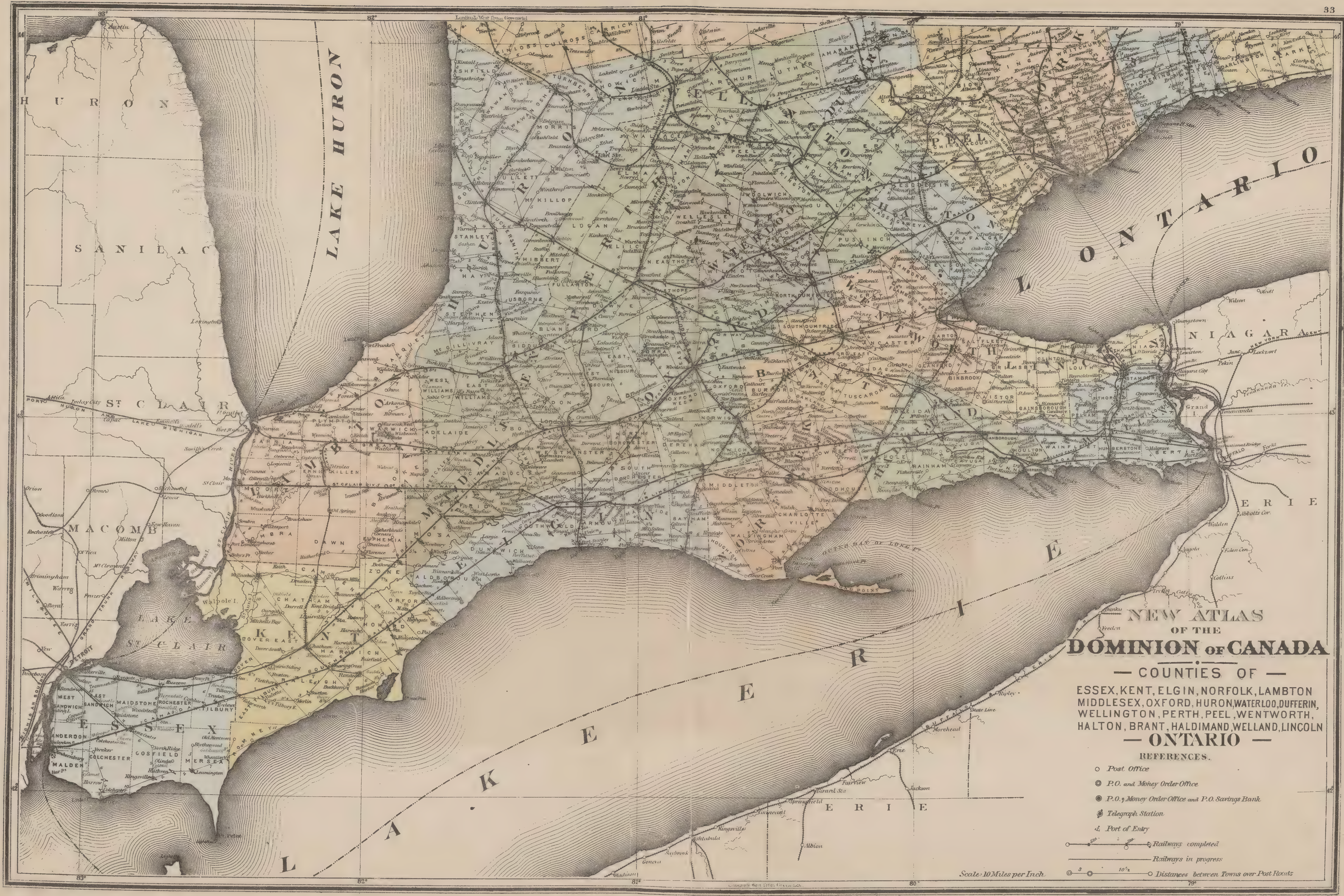


RAIL ROAD MAP
OF THE
DOMINION OF CANADA
Showing Connection
WITH THE
UNITED STATES

MAP SHOWING
THE
CANADIAN PACIFIC
RAILWAY
AND RAILWAYS IN EASTERN PROVINCES







NEW ATLAS
OF THE
DOMINION OF CANADA
— COUNTIES OF —
ESSEX, KENT, ELGIN, NORFOLK, LAMBTON
MIDDLESEX, OXFORD, HURON, WATERLOO, DUFFERIN,
WELLINGTON, PERTH, PEEL, WENTWORTH,
HALTON, BRANT, HALDIMAND, WELLAND, LINCOLN
— ONTARIO —

- REFERENCES.
- Post Office
 - P.O. and Money Order Office
 - P.O., Money Order Office and P.O. Savings Bank
 - ⚡ Telegraph Station
 - ⚓ Port of Entry
 - Railways completed
 - Railways in progress
 - — Distances between Towns over Post Roads

Scale: 10 Miles per Inch



THE RESIDENCE & BANK OF J. C. BAKER ESQ, STANBRIDGE EAST, MISSISQUOI CO., QUE.



THE RES. OF T. D. WHITCHER ESQ., M. D., BEEBE PLAIN, STANSTEAD TP., QUE.



BEDFORD HOUSE, BEDFORD, MISSISQUOI CO., QUE. J. H. MARTIN PROP.



RES. OF J. D. JOHNSON, MAYOR OF ST THOMAS MISSISQUOI CO., QUE.



THE RES. OF J. H. IVES, ESQ. NEAR STANSTEAD PLAINS, QUE.



RESIDENCE AND STORES OF J. W. DEAN, PARISH ST THOMAS, MISSISQUOI CO., QUE.



THE RESIDENCE OF JOHN B. F. FREGEAU, BEEBE PLAIN, STANSTEAD TP., QUE.



RESIDENCE OF SYDNEY SMITH, ESQ.^{RE}
ACTON.



FARM & RESIDENCE OF PATRICK FITZSIMMONS,
ESQ. SENG, ONT.



RESIDENCE OF DR. MC GARVIN,
ACTON, WEST. ONT.



NORVAL FLOUR MILLS, ROBERT NOBLE, PROPRIETOR.



RESIDENCE OF W. H. LINDSAY,
MILTON, ONT.



FARM RESIDENCE OF JAMES MOFFAT,
MILTON.



RESIDENCE OF C. FREEMAN, M.D.
MILTON, ONT.



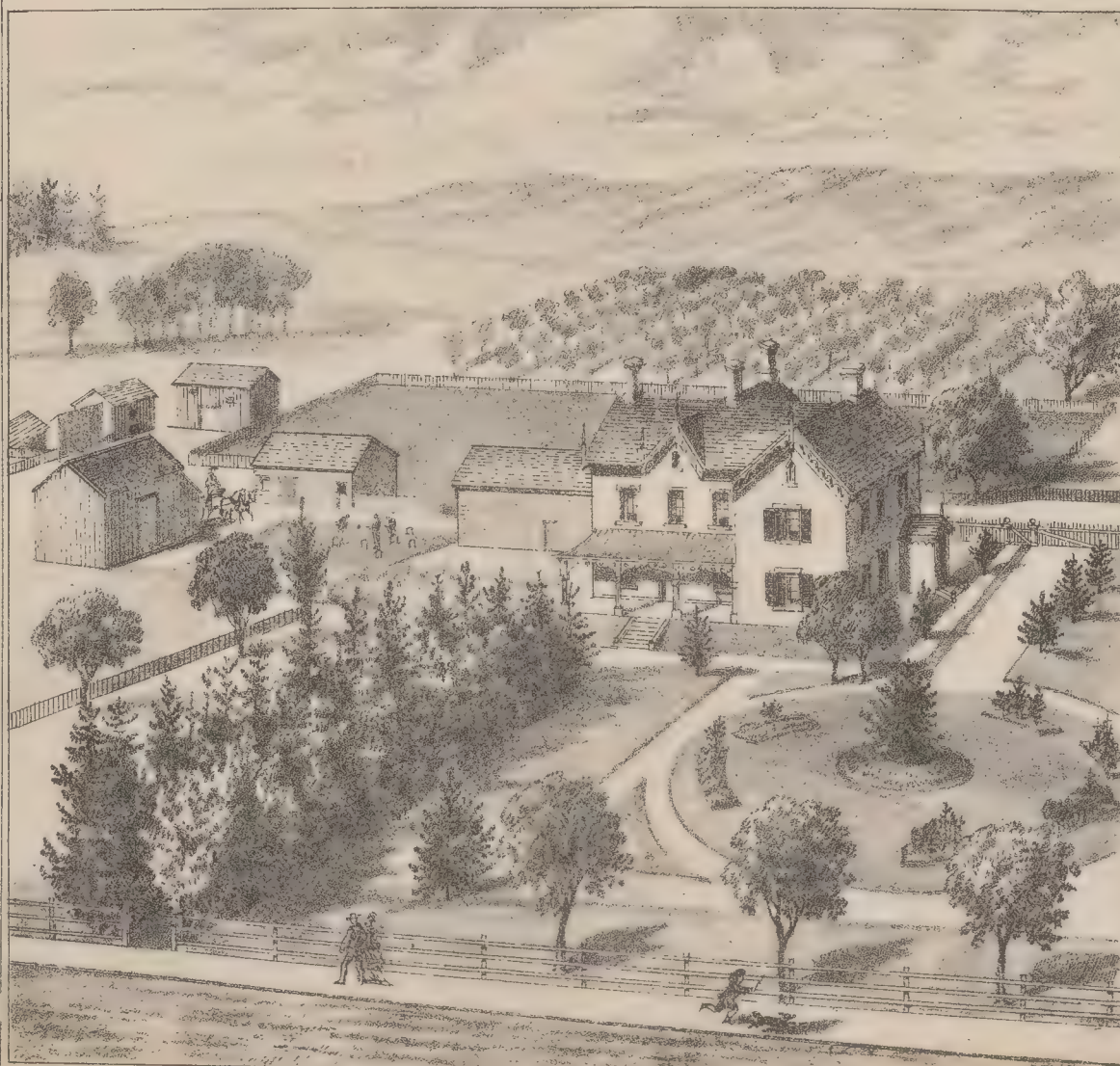
RESIDENCE OF JOHN DEWAR,
MILTON, ONT.



J.R. MITCHELL, MILTON. SASH, DOOR & BLIND FACTORY.



DOMINION HOUSE, R. AGNEW, PROP.
ACTON WEST, ONT.



RESIDENCE OF ROBERT NOBLE,
NORVAL, ONT.



STORE OF JOHN WALDIE & CO.
BURLINGTON.





MAP OF THE COUNTY OF GREY

Scale 2 1/2 Miles to one Inch.

MELANCTHON
NOW BELONGING TO
PROVISIONAL COUNTY OF DUFFERIN



MAP OF

SARAWAK & KEPPEL

TOWNSHIPS

Scale: 100 Chains per Inch.



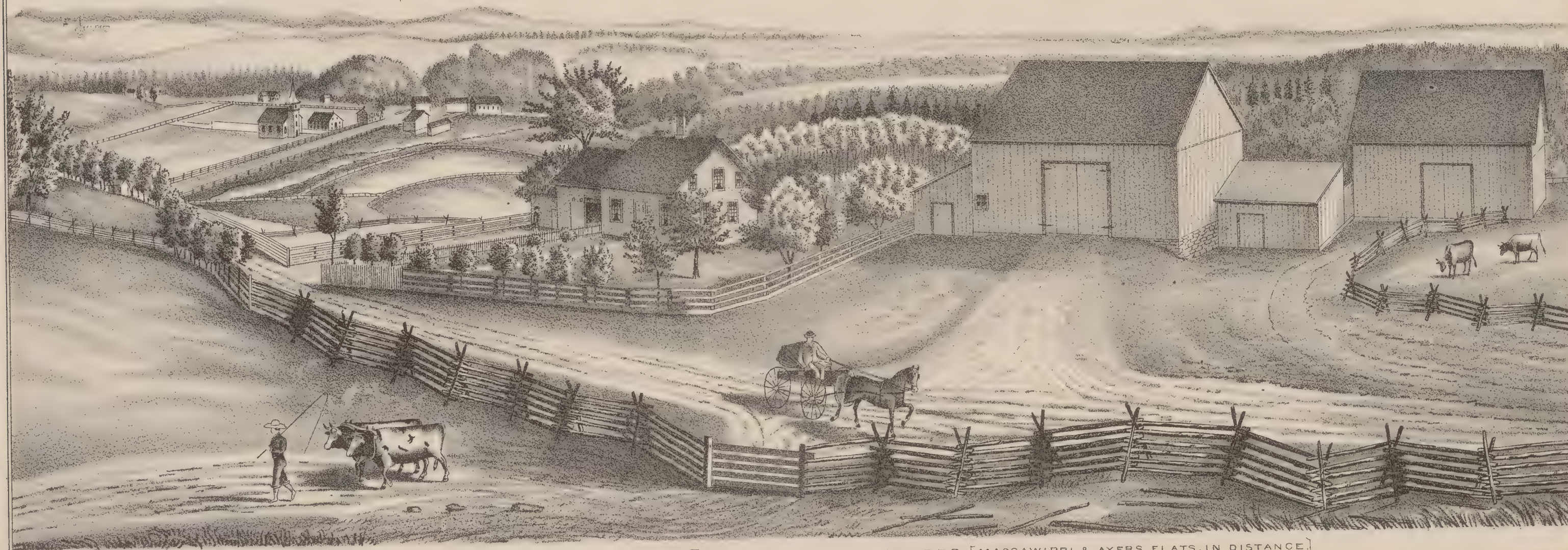
6847
7/11



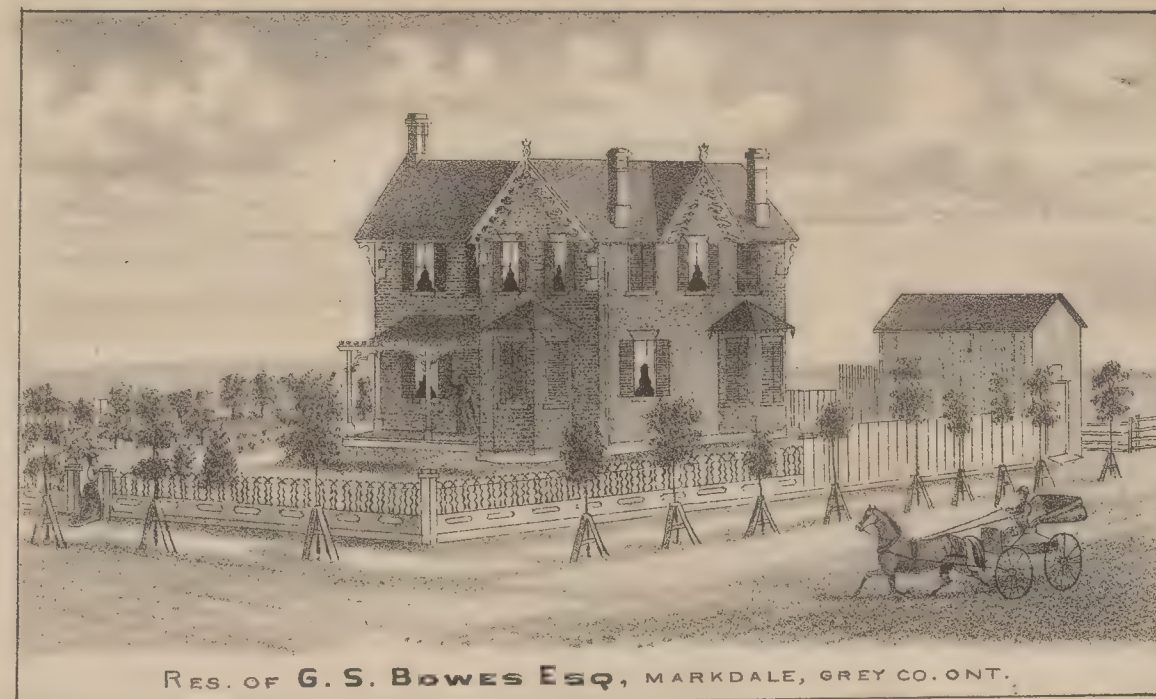
THE CAMPERDOWN-HOUSE AND RES. OF **W. E. TUCK ESQ**, VILLAGE OF GEORGEVILLE, LAKE MEMPHREMAGOG, STANSTEAD CO. P. Q.



THE RESIDENCE OF **L. E. PARKER ESQ**, EAST HATLEY, STANSTEAD CO. QUE.



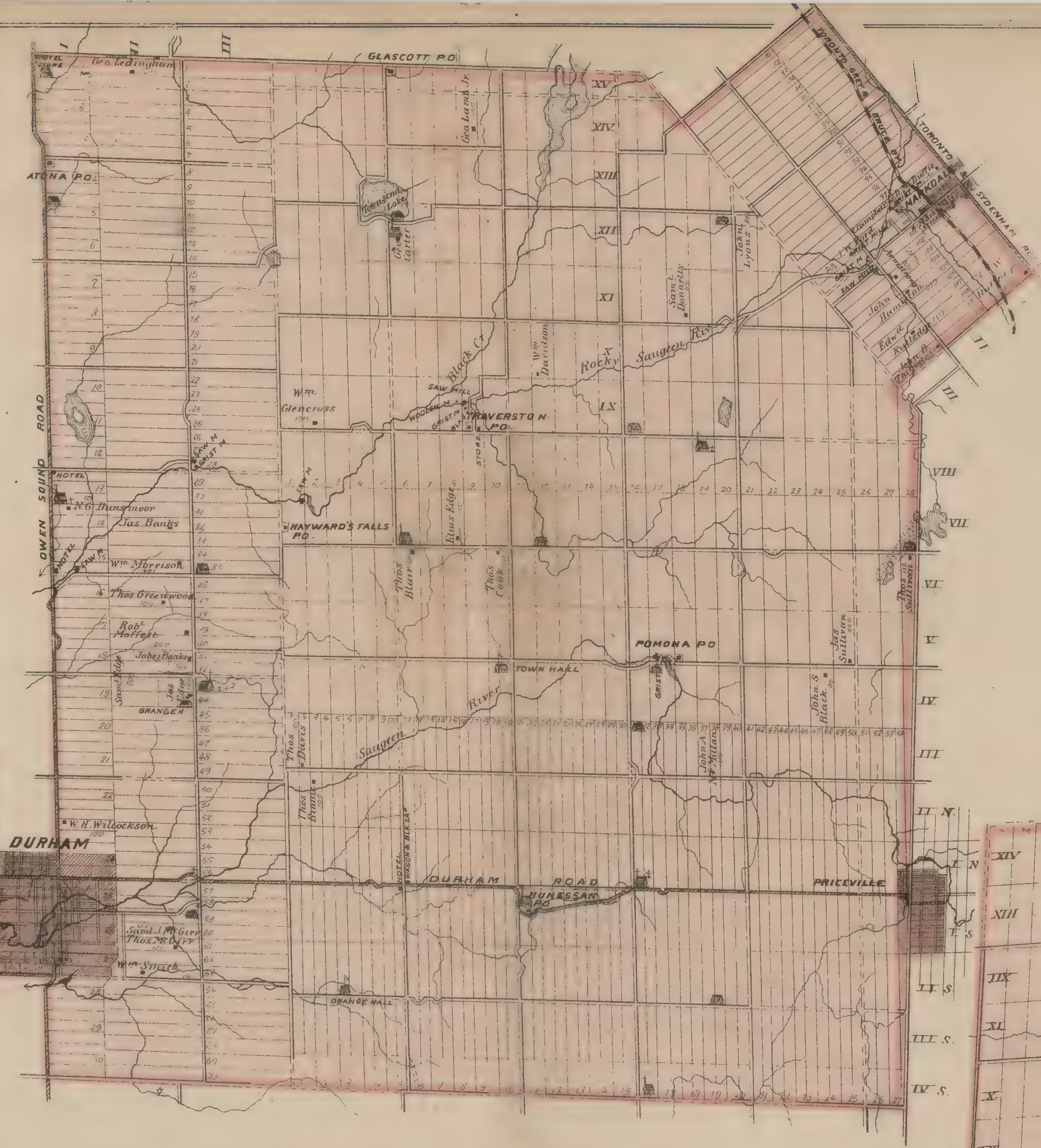
THE RESIDENCE OF J. B. SHIRLIFF, ESQ., HATLEY TP. QUEBEC. [MASSAWIPPI & AYERS FLATS, IN DISTANCE.]



RES. OF G. S. BOWES ESQ., MARKDALE, GREY CO. ONT.

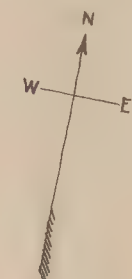
MAP OF ARTEMESIA TOWNSHIP

Scale: 100 Chains per Inch.



MAP OF GLENELG TOWNSHIP

Scale: 100 Chains per Inch.



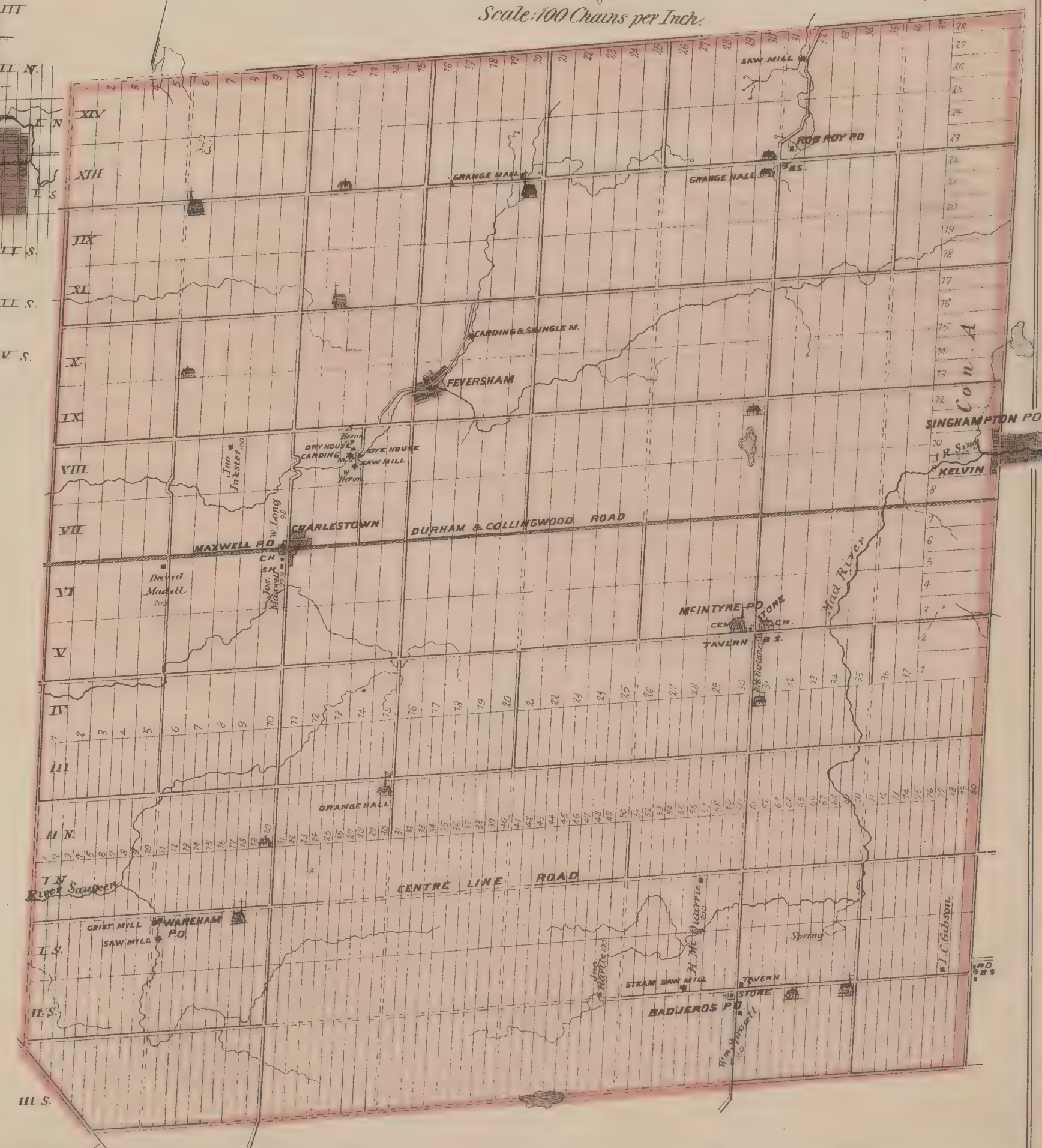
Nah-ne-hah-wee-quay (deceased)
Wife of Wm. Sutton.
Sarawak Tp. Ont.

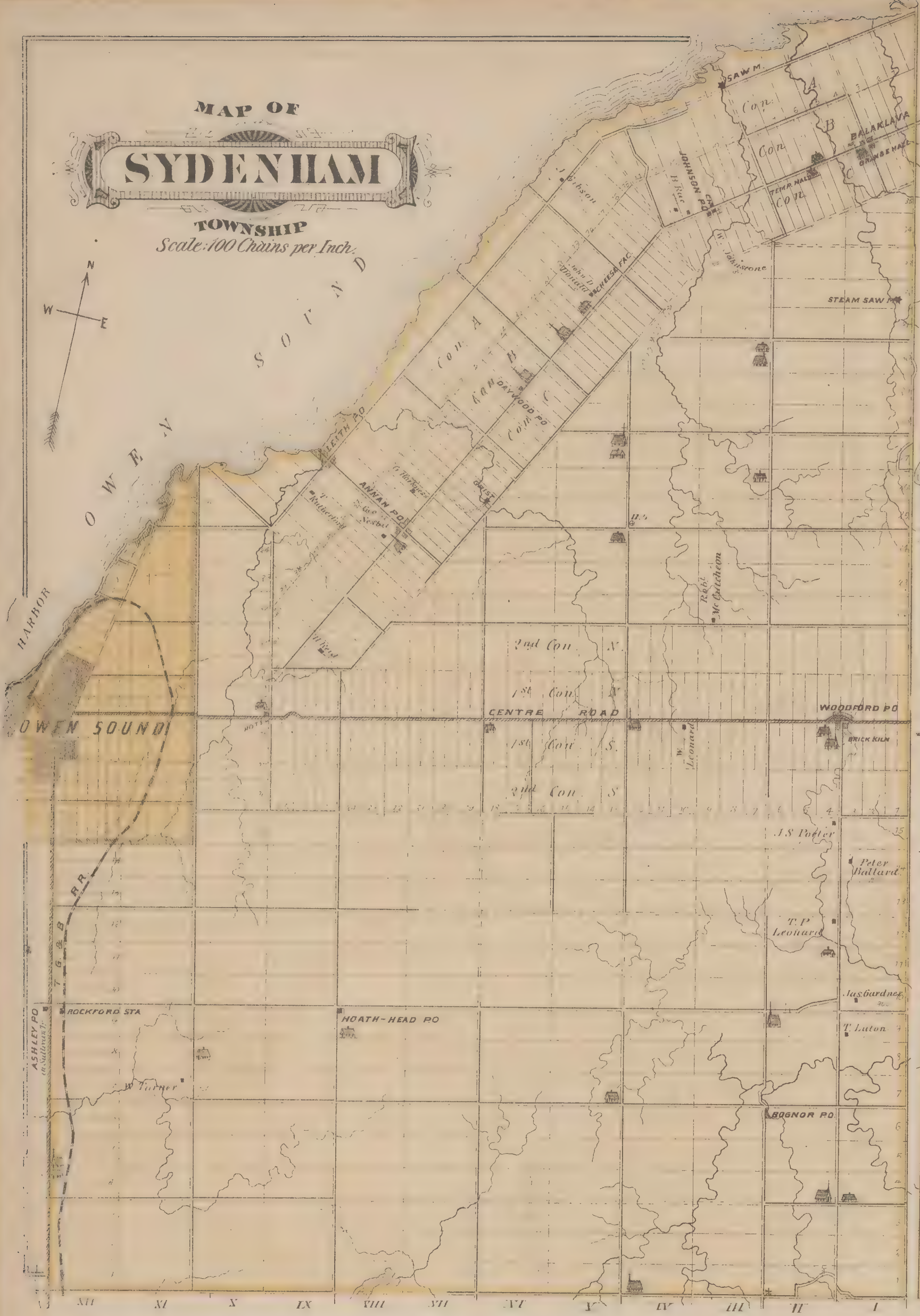


William Sutton,
of Sarawak Tp.
Ont.

MAP OF OSPREY TOWNSHIP

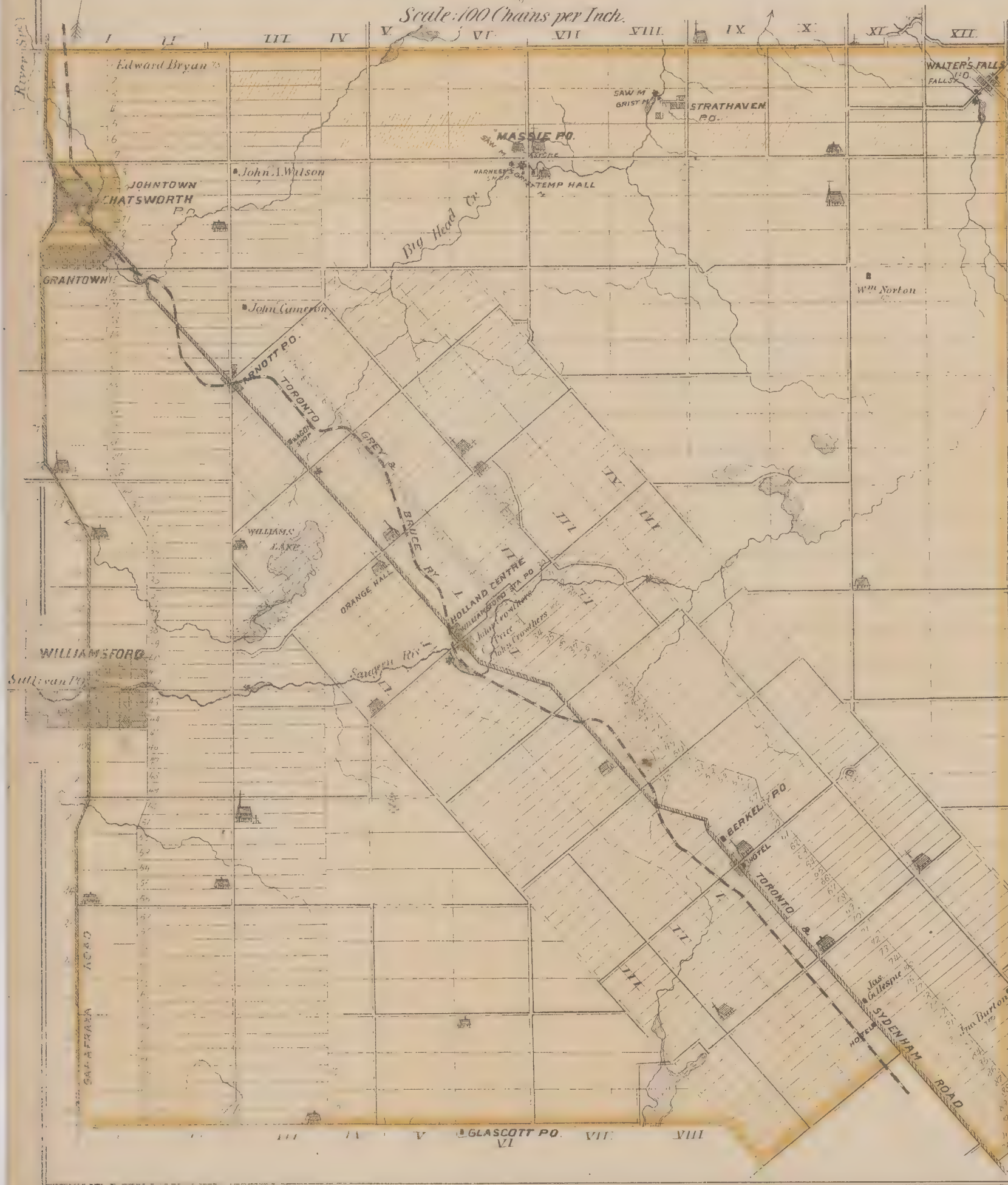
Scale: 100 Chains per Inch.





TOWNSHIP

Scale: 100 Chains per Inch.



TOWNSHIP

Scale: 100 Chains per Inch.





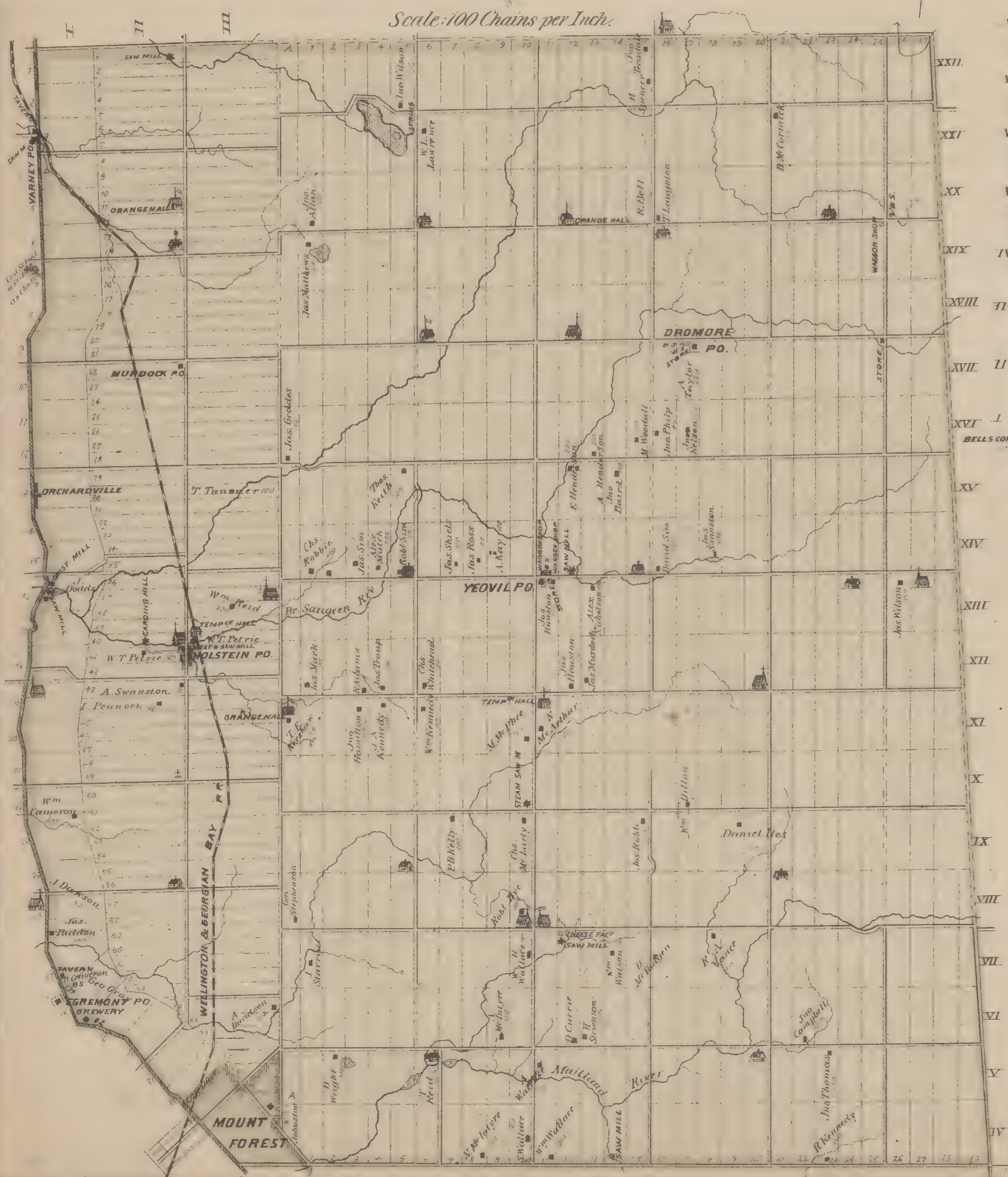
Mrs. Roger Lever,
FLESHERTON P.O.,
GREY CO.



Roger Lever,
FLESHERTON P.O.,
GREY CO.

MAP OF **EGREMONT** TOWNSHIP

Scale: 100 Chains per Inch.



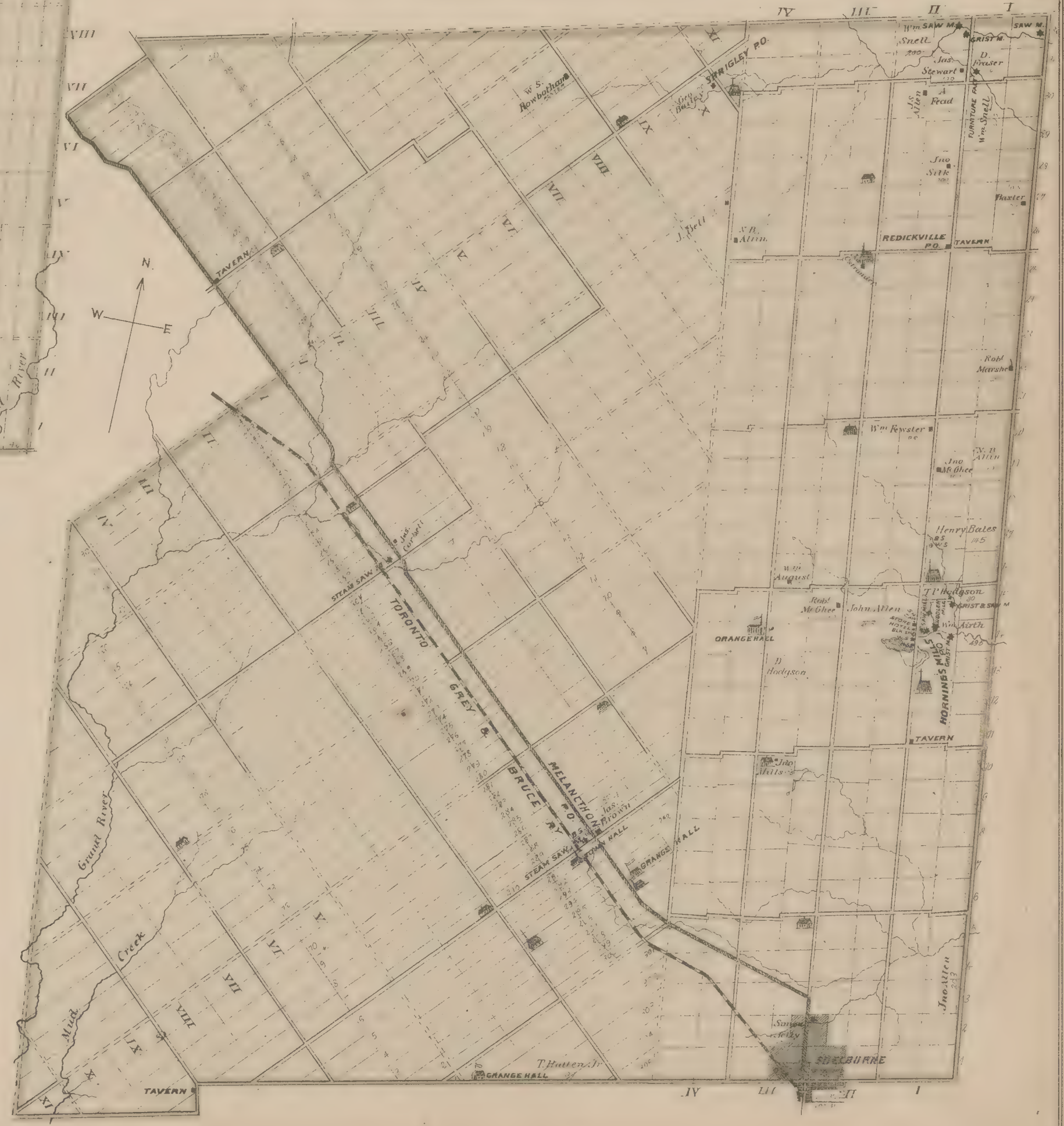
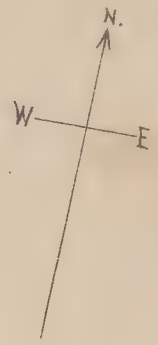
MAP OF **MELANCTHON** TOWNSHIP

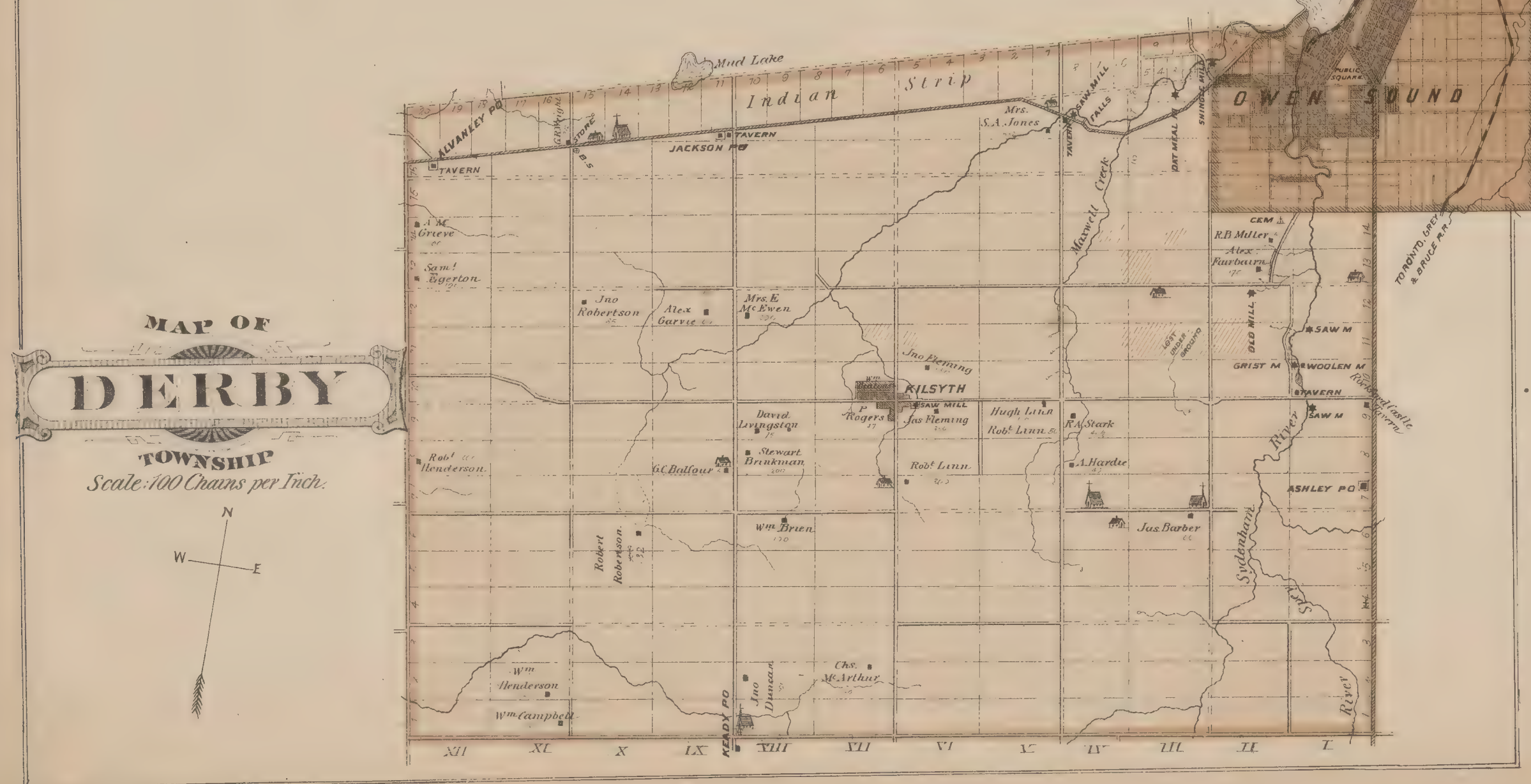
NOW BELONGING TO PROVISIONAL CO. OF DUFFERIN

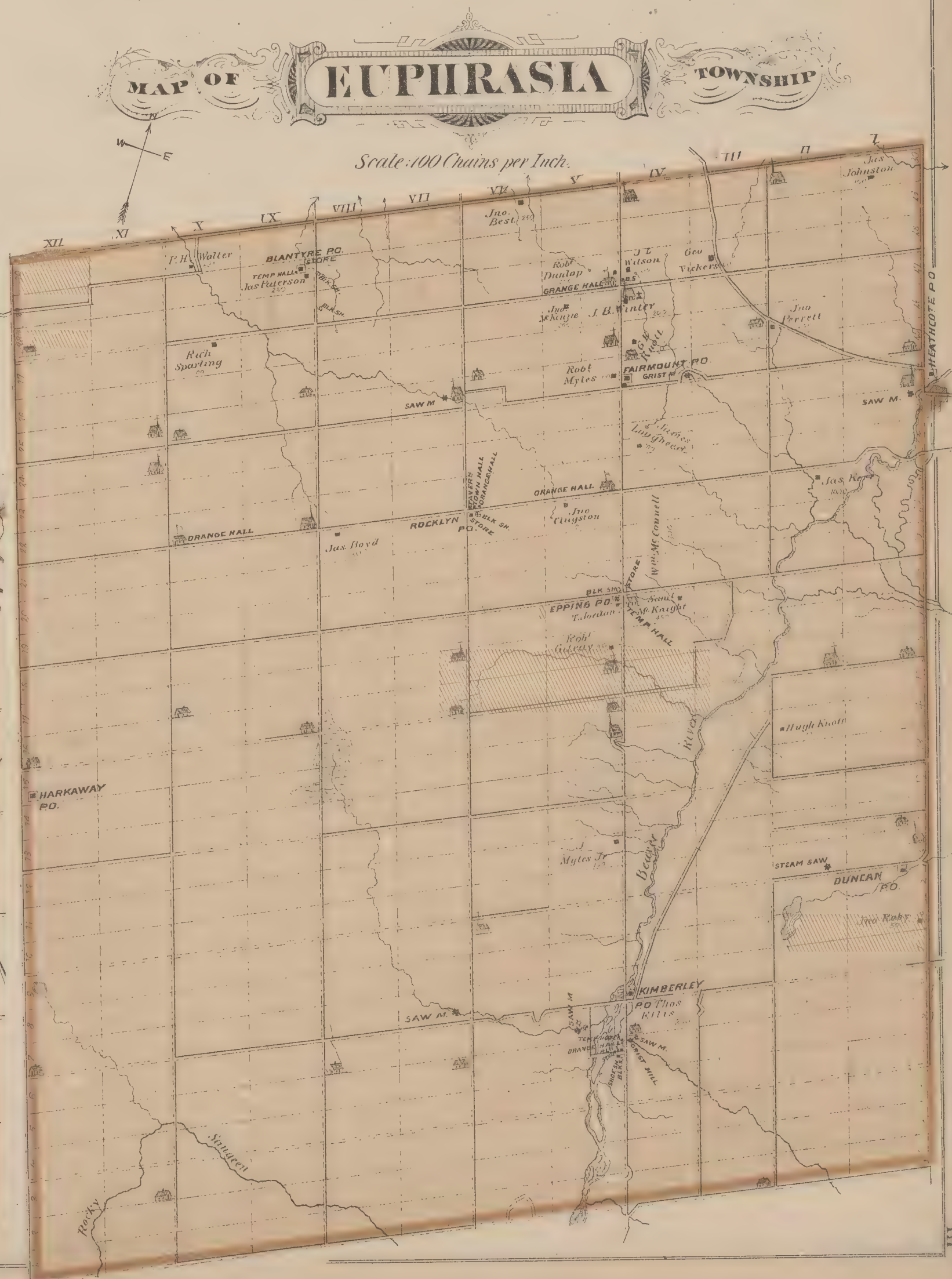
Scale: 100 Chains per Inch.

MAP OF **PROTON** TOWNSHIP

Scale: 100 Chains per Inch.







BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Irwin, Rev. William, minister of the Methodist Church of Canada. Land consists of Lots 115, 116, Con. 1 E., Township of Artemesia, 100 acres. Is an Irishman; born 1832. Settled in Grey Co., 1851. P. O., Markdale.

Irwin, Henry Devereaux, farmer. P. O. address, Markdale. Born in Ireland, 1840; settled in Grey Co., 1853. Owns Lots 112, 113 and 114, Con. 1 E.; 149 acres.

Irwin, Thos., farmer. Born in Ireland, 1834; came to Grey Co. in 1853. Owns 100 acres, being Lots 109, 110, Con. 3 E. P. O., Markdale.

Kells, Thos., farmer. President of Agricultural Association of East Grey. Was for many years Township Assessor and Collector. Owns 200 acres, being Lots 14, 15, Con. 13. Is a native of Ireland; born 1829. Settled in Grey Co., 1853. P. O. address, Vandeleur.

Knight, Thomas, farmer. Is an Englishman. Settled in Grey Co., 1866. Owns Lots N. half 17, 18, Con. 12, 80 acres. P. O. address, Vandeleur.

Leitch, Thomas, merchant tailor. Resides in Flesherton, where he carries on his business. Is an Englishman; born 1819. Settled in the County of Grey in 1876.

Lane, Henry, propr. of saw and grist mill. P. O. address, Eugenia. Is a native of England; born 1826. Came to Grey Co., 1874.

Lever, Roger, farmer. P. O., Flesherton. Born at Philadelphia, U. S., 1818. Settled in Grey Co., 1853. Land owned, Lots 140, 141, 142, Con. 1 W.

Marshall, A., propr. of Flesherton Hotel, also owns 80 acres of land in the township. Is a Canadian; born 1839. Settled in Grey Co., 1862. P. O. address, Flesherton.

Merriam, M. E., cabinet-maker, Flesherton. Born in Canada, 1846. Date of settlement in Grey Co., 1855.

Meldrum, Henry, Station Master at Flesherton Station, where he resides. Is a Scotchman; born 1824. Settled in Grey Co., 1859. Owns 300 acres of land in the township.

McLeod, D., preacher of the Gospel. P. O., Priceville. Is a native of Prince Edward Island; born 1843. Settled in the Co. of Grey, 1878.

Moore, Henry, and Moore, John L., farmers. Settled in Grey Co., 1849. Owns Lots 184, 185, 186, Con. 1 E., 210 acres. P. O., Inistioige.

Moore, Charles, farmer. Resides on Lot 184. Is a Canadian; born 1860. Settled in Grey County, 1878. P. O. address, Flesherton.

McKee, John, farmer. P. O. address, Flesherton. Born in Ireland, 1839. Came to the County of Grey, 1862. Land owned consists of Lots 129, 130, 131, Con. 3 W., 150 acres.

McLoud, Joseph, farmer. Is a native of Ireland; born 1830. Settled in Grey County, 1852. Real estate, 100 acres, being Lots 115, 116, Con. 2 W. P. O., Markdale.

McCallum, Simon, farmer. Owns 260 acres of land, being Lot 21, Con. 9. Settled in the County of Grey, 1869. Born in Scotland, 1834. P. O., Flesherton.

Nesbitt, Andrew, farmer. Owns Lot 110, Con. 1 E., 50 acres. Settled in Grey Co., 1860. Born in Ireland, 1829. P. O. address, Markdale.

Nicholls, Walter, farmer. Owns 150 acres of land, Con. 1 E. Born in England, 1835. P. O., Inistioige.

O'Brien, James, farmer. P. O., Markdale. Is a Canadian; born 1837. Settled in Grey Co., 1850. Real estate consists of Lots 121, 122, 123, 124, Con. 2 E., 200 acres.

Purdy, R. McLean, general merchant and Postmaster, Eugenia. Also holds office as J. P. Owns 300 acres of land. Born in Canada, 1821. Settled in Grey Co., 1853.

Purdy, Alex., miller at Eugenia. Is a Canadian; born 1828. Date of settlement in Grey Co., 1858. P. O. address, Eugenia.

Pedlar, Samuel, farmer. Born in England, 1833. Settled in Grey Co., 1856. Owns Lot 30, Con. 9, and Lot 27, Con. 8, 220 acres. Has held office as Councillor, and is now Deputy Reeve. P. O. address, Eugenia.

Pedlar, Joseph, farmer. P. O. address, Eugenia. Real estate consists of Lots 27, 28, Con. 7, 216 acres. Is an Englishman; born 1831, and came to the Co. of Grey in 1856.

Porteous, John, farmer. Owns 300 acres of land, being Lots 28, 29, 30, Con. 6. Born in Scotland, 1831, and settled in the County of Grey in 1852. P. O. address, Flesherton.

Strain, William, dealer in agricultural implements. P. O. address, Flesherton. Real estate consists of Lots 73, 74, 75, 76, Con. 1, N. D. R., and Lots 73, 74, S. D. R. Born in Ireland, 1832. Settled in Grey Co., 1850.

Strain, Joseph, farmer. Born in Co. Monaghan, Ireland, 1808. Settled in Grey Co., 1850. Owns 150 acres of land, being Lots 187, 188, 189, Con. 1, E. P. O. address, Inistioige.

Sloan, J. B., proprietor of sash, door, and chair factory, in Eugenia. Owns 150 acres of land in the Tp., 19 of which is composed of town lots. Born in New York, 1826. Settled in Grey Co., 1856. P. O. address, Eugenia.

Stafford, Charles, farmer. Is an Englishman; born 1824. Settled in Grey Co., 1866. Owns Lot 32, Con. 5. P. O. address, Flesherton.

Sparling, James F., manager of saw mill at Vandeleur. Is a Canadian; born 1850. Date of settlement in Grey Co., 1876. P. O. address, Vandeleur.

Smith, Richard, farmer. P. O. address, Flesherton. Owns N. $\frac{1}{2}$ Lots 19, 20, Con. 10, 160 acres. Is a Canadian; born 1824. Settled in Grey Co., 1855.

Shannon, Robert, farmer. Born in Ireland, 1823. Settled in Grey Co., 1853. Owns 200 acres of land, being Lot 34, Con. 12, and Lot 20, Con. 13. P. O. Vandeleur.

Sproule, Robert J., general merchant and Postmaster at Flesherton. Is a Canadian; born in the Tp. of King. Settled in Grey Co., 1850.

Stone, William, farmer. Land owned, 150 acres. East $\frac{1}{2}$ Nos. 8 and 9, Con. 4. Is an Irishman; born 1808. Settled in Grey Co., 1854. P. O., Flesherton Station.

Stewart, George, farmer. P. O., Flesherton. Is a Scotchman; born 1840. Came to Grey Co., 1862. Owns Lots 146, 147, Con. 1 E.; 100 acres.

Trimble, Robert, general merchant in Flesherton, where he resides. Is a Canadian; born 1833, and came to the County of Grey in 1850.

Taylor, Thomas, farmer. P. O., Flesherton. Owns Lots 186, 187, 188, Con. 1 E. Born in Ireland, 1836. Settled in Grey Co., 1850.

Webster, Alex., general merchant. Place of business and residence, Priceville. Is a Scotchman; born 1832. Settled in Grey Co., 1860.

Wright, Thorp, farmer. Is Tp. Councillor. Born in Canada, 1835. Settled in Grey Co., 1860. Owns Lots 166, 167, Con. 1 W., 250 acres. P. O., Flesherton.

Whitby, George, farmer. Is an Irishman; born 1828. Settled in Grey Co., 1870. Owns 100 acres of land, being Lots 115, 116, Con. 3 W. Holds office as Tp. Assessor. P. O., Markdale.

BENTINCK TOWNSHIP.

Adams, H. P. & J. H., proprietors of flour and woollen mills in Hanover. Born in Canada. Settled in county, 1854.

Armour, William, farmer. Owns 83 acres, being Lot 32, Con. 5, N. D. R. Born in Ireland, 1817. Settled in county, 1853. P. O., Durham.

Buck, Abraham, farmer. Owner of Lots 5 and 6, Con. 1, N. D. R., 98 $\frac{1}{2}$ acres. Born in Hanover, 1854. P. O., Hanover.

Bingham, Henry, farmer and manufacturer of plows, waggon, &c. Owner of 101 acres, being Lot 40, Con. 1, and Lot 38, Con. 2, N. D. R. Born in England, 1838. Settled in county, 1861. P. O., Allen Park.

Beggs, John & Alexander, farmers. Own 162 acres, Lots 45 to 47, Con. 3, S. D. R. Born in Ireland. Settled in county, 1854. P. O., Allen Park.

Bell, William, farmer. Durham P. O. Owns 300 acres and resides on Lot 17, Con. 1, W. G. R. Born in Scotland, 1806. Settled in county, 1849.

Bailey, John, farmer. Owns Lots 20 and 21, Con. 5, and Lot 13, Con. 7, N. D. R., 300 acres. Born in England, 1822. Settled in county, 1854. P. O., Allen Park.

Campbell, John, farmer and stock raiser. Owns 100 acres, being Lot 8, Con. 1, N. D. R. Valued at \$8,000. Born in Scotland, and settled in county, 1849. P. O., Hanover.

Collett, Alfred G., carpenter, resides on Lot 39, Con. 1, S. D. R. Born in Canada, 1856. P. O., Allen Park.

Collett, Henry, farmer. Owns 100 acres, being Lots 38 and 39, Con. 1, S. D. R. Born in England, 1833. Settled in Canada, 1849. P. O., Allen Park.

Corbet, Joseph, farmer. Owns Lots 62 and 63, Con. 2, S. D. R., 100 acres. Born in Scotland, 1835. Settled in county, 1860. P. O., Durham.

Collinson, John, farmer. Durham P. O. Owns 150 acres, being Lot 43, Con. 2, W. G. R. Born in England, 1840. Came to county, 1854.

Collinson, Gibson, farmer. Owner of 100 acres, being Lot 44, Con. 2, W. G. R. Born in England, 1843. Settled in county, 1854. P. O., Durham.

Crawford, J. W., proprietor of Rockville Mills. Owns north half of Lots 41 and 42, Con. 2, W. G. R. Born in Scotland, 1848. Came to county, 1855. P. O., Durham.

Campbell, Quintin, farmer. Owner of Lot 52, Con. 2, W. G. R., 100 acres. Born in Scotland, 1834. Settled in county, 1863. P. O., Durham.

Chittick, Francis, farmer. Owns 200 acres, being Lots 15 and 16, Con. 4, N. D. R. Born in Ireland. Settled in county, 1847. Has held the position of Township Collector. P. O., Lamlash.

Cameron, Malcolm, farmer. Owns 250 acres along the Garafraxa Road. Was Township Assessor for some time. Born in Canada, 1841. Settled in county, 1849. P. O., Latona.

Campbell, J., teacher. P. O., Allen Park. Owns 36 acres on Lot 30, Con. 1, N. D. R. Born in Province of Ontario, 1856; his father settled in county, 1849.

Daley, John, farmer. Owns 150 acres of land, valued at \$5,000, on Lot 66, Con. 3. Was born in Durham in 1855. P. O., Durham.

Dickson, Samuel, farmer. Owns 150 acres, being east half of Lots 8 and 9, Con. 10, N. D. R. Born in Scotland, 1833. Settled in county, 1855. P. O., Elmwood.

Derby, William, farmer. Owns 140 acres, being Lots 63 and 64, Con. 3, S. D. R. Born in Scotland, 1818. Settled in county, 1857. P. O., Durham.

Dodsworth, Thomas, farmer. Owns Lot 4, Con. 12, N. D. R., 100 acres. Born in England, 1822. Settled in county, 1856. Was a Councillor for one year. P. O., Elmwood.

Donnelly, John, farmer, and owner of Lots 45, 46 and 47, Con. 2, S. D. R., 150 acres. Born in Ireland, 1814; settled here in 1855. P. O., Durham.

Ewen, Thomas, farmer. Owner of 100 acres, being Lot 45, Con. 2, W. G. R. Born in Scotland, 1812. Settled in county, 1858. P. O., Durham.

Earls, Edward, farmer and Postmaster. Lamlash P. O. Owns 100 acres, being Lot 16, Con. 6, N. D. R. Born in Canada. Settled in county, 1861.

Fursman, Ephraim, farmer. Owns Lots 21 and 22, Con. 2, S. D. R., 100 acres. Was the first settler west of Camp Creek. Has been in the Council 7 years. Born in Devonshire, England, 1830. Settled in county, 1848. P. O., Hanover.

Fursman, Charles, farmer, stock raiser and dealer. Owns 212 acres, being Lots 22 to 25, Con. 2, S. D. R. Born in Devonshire, England, and settled in county, 1848. Was one of the earliest settlers west of Camp Creek. P. O., Allen Park.

Fensom, Richard, proprietor of Saugeen grist and saw mills, and owner of Lots 37, 38 and 39, Con. 1, N. D. R., 150 acres. Born in England, 1839. Came to county, 1850. P. O., Allen Park.

Fisher, Richard, tinsmith. Elmwood P. O. Born in England, 1829. Settled in county, 1861.

Fisher, R. S. W., tinsmith. Elmwood P. O. Born in Canada, 1859. Settled in county, 1861.

Ferguson, Alexander & John, proprietors of Grey flouring mills, and owners of 100 acres, being Lot 16, Con. 3, and Lot 16, Con. 1, E. & W. G. R. Alex. F., born in Scotland, 1819; John F., in Canada, 1851. Settled in county, 1874. Durham P. O.

Fletcher, Charles, farmer. Owns Lots 22, 23 and 24, Con. 3, W. G. R., 300 acres. Born in Scotland, and settled in county, 1848. P. O., Durham.

Grafton, Thomas, farmer. Lamlash P. O. Owner of 100 acres, being Lot 12, Con. 6, N. D. R. Born at Toronto, 1829. Settled in county, 1864.

Goodeve, C., dealer in general merchandise. Allen Park P. O. Owns 2 acres in Lot 41, Con. 1, S. D. R. Born in England, 1830. Settled in county, 1859.

Grierson, Nathan, farmer. Owns Lots 54, 55 and 56, Con. 3, S. D. R., 236 acres. Born in Scotland, 1822. Came to county, 1853. P. O., Durham.

Huscher, William, manufacturer and dealer in boots and shoes, also agent for Montreal Telegraph Co., Hanover. Owns 4 lots in village, valued at \$1,500. Born in Prussia, 1834. Came to county, 1857.

Hoskins, Thomas, farmer. P. O., Durham. Owns north half of Lots 62 and 63, Con. 2, W. G. R., 100 acres. Born in Ireland, 1827. Settled in county, 1850.

Johnston, J. H., farmer, Government and railroad contractor, also proprietor of saw mills. Owns Lots 3, 4 and 5, Con. 1, N. D. R.; value \$10,000. Born at Kingston Mills, 1831. Settled in county, 1857. P. O., Hanover.

Johnston, J. C., farmer. Owns 200 acres, being Lots 18 and 19, Con. 7, N. D. R. Born in Ireland, 1831. Settled in county, 1860. P. O., Lamlash.

Knechtel, D. & P., manufacturers of furniture, lumber, &c. Hanover. Born in Canada, and came to county, 1867.

Knechtel, William, farmer, and manufacturer of bricks, drain tiles, and lumber. Owns 43 $\frac{1}{2}$ acres, Lot 10, Con. 2, N. D. R. Born in Waterloo Co., 1849. Settled in Grey Co., 1867. Hanover P. O.

Lackner, Henry, waggon manufacturer, Elmwood. Born in Canada, 1855. Settled in county, 1862.

Laidlaw, Walter, farmer, and Deputy Reeve of Bentinck Township. Owns 200 acres, being Lots 9 and 10, Con. 11, N. D. R. Born in Scotland, 1834. Settled in county, 1855. P. O., Elmwood.

Livingstone, Andrew, farmer. Owns Lots 51, 52, and 53, Con. 1, N. & S. D. R., 350 acres. Born in Ireland, 1826. Settled in county, 1849. P. O., Allen Park.

Lines, Nathan, proprietor of livery stables, Hanover. Born in Canada, 1845. Settled here in 1851.

Ledingham, William, farmer. Owns Lots 31 and 32, Con. 13, N. D. R., 258 acres. Born in Scotland, 1828. Settled in county, 1847. P. O., Latona.

Ledingham, Robert, farmer. Owns Lots 31 and 32, Con. 14, N. D. R., 210 acres. Was in the Council 2 years. Born in Scotland, 1830. Came to county 1847. P. O., Latona.

McMahon, James H., farmer. Owns Lot 23, Con. 1, S. D. R., 50 acres; value, \$2,000. Born in Canada, 1858; has resided here since. P. O., Hanover.

Myers, J. & Son, proprietors of foundry, Hanover. Born in Scotland. Settled in county, 1872.

Messenger, Jacob, manufacturer of woollen goods, Hanover. Born in Canada. Settled in county, 1870.

McCleary, Geo., proprietor of livery stables, Hanover. Born in United States, and settled in county, 1869.

McNally, Andrew, waggon maker, Hanover. Born in Canada. Settled here in 1868.

McNally, S., farmer. P. O., Hanover. Owns 108 acres. Born in Ireland, 1835. Came to county in 1876.

McNicol, David, farmer, and Reeve of Bentinck Township. Owns 200 acres, being Lot 12, Con. 7 N. D. R. Born in Ireland, 1833. Settled in county, 1858. Lamlash P. O.

McGhee, Samuel, farmer. Owns Lot 3, Con. 10 N. D. R., 100 acres. Born in Scotland, 1825. Settled in county, 1856.

Meyer, Andrew, farmer. Owns 33 acres of Lot 33, Con. 3 S. D. R. Born in Germany, 1828. Settled in county, 1861. P. O., Allen Park.

McCallum, John, farmer, and Deputy Reeve of Bentinck Township. Owner of 184 acres, being Lots 31 and 32, Con. 6 N. D. R. Born in Scotland, 1833, settling in county, 1847. P. O., Durham.

Moore, John, auctioneer, conveyancer and agent, Durham. Holds the office of Town Clerk and Treasurer of Durham. Born in Scotland, 1810, settling in county, 1847.

Newell, George, farmer. P. O., Durham. Owner of 55 acres, being Lot 36, Con. 2 W. G. R. Born in the State of Maine, 1854, settling in Grey Co., 1864.

Oppertshauser, C., farmer and stock raiser. Owns 150 acres, being Lots 7 and $\frac{1}{2}$ of 8, Con. 1 and 2 S. D. R. Native of Germany. Settled in county, 1861. P. O., Hanover.

Patterson, J. H., farmer. Owns 100 acres, being Lot 2, Con. 5 N. D. R. Born in Erin Township, Wellington Co., 1826. Settled in Grey Co., 1872. P. O., Hanover.

Patterson, William, farmer. Owner of 150 acres, Lot 8 and N. $\frac{1}{2}$ of 9, Con. 6 N. D. R. Born in Scotland, 1832. Settled in Grey Co., 1855. P. O., Hanover.

Park, James, farmer. Owns 152 acres, being Lots 50 and 53, Con. 3 S. D. R. Born in Scotland, 1835. Settled in county, 1848. P. O., Durham.

Potter, John, farmer. P. O., Allen Park. Owner of 100 acres, Lots 52 and 53, Con. 2 S. D. R. Born in Ireland, 1824. Settled in Co., 1850.

Park, Andrew, farmer. Owns 127 acres, being Lot 51, Con. 2 and 3 S. D. R. Born in Scotland, 1826, settling in county, 1848. P. O., Durham.

Porter, William, farms 300 acres, Lot 18, Con. 4, and Lots 17 and 19, Con. 5 N. D. R. Born in Ireland, 1821, settling in county, 1853. P. O., Allen Park.

Privat, Lewis J., farmer. P. O., Hanover. Owns Lot 11, Con. 4 N. D. R., 100 acres. Born in Germany, 1817. Settled in county, 1855.

Rutherford, James, propr. Hanover Hotel. A native of Scotland. Settled in county, 1865.

Reay, William, owns 100 acres, being Lots 56 and 57, Con. 1 N. D. R. Is one of the early settlers in the township. Was a member of the Council 5 years, and Reeve for 1 year. Born in Cumberland, England, 1799. Settled here in 1848. P. O., Durham.

Reid, Robert, farmer. Owns Lot 54, Con. 2 W. G. R., 100 acres. Born in Scotland, 1818. Settled here in 1856. Was a Councillor 3 years. P. O., Durham.

Robson, Lionel, farmer. Owner of 100 acres, Lot 47, Con. 2 W. G. R. Born in Canada, 1845, settling in county, 1863. P. O., Durham.

Switzer, E., farmer, and one of the early settlers in township. Owns 50 acres, being Lot 50, Con. 1 N. D. R. Born in Ireland, 1809, settling in Grey Co., 1849. P. O., Hanover.

Schmidt, M. Hanover P. O. Patent right agent. A native of Germany, settling here in 1875.

Smith, Charter, farmer. Owns 100 acres, being Lots 57 and 58, Con. 2 S. D. R. Born in England, 1841. Came to county, 1857. P. O., Durham.

Smith, J. W., farmer. Durham P. O. Owns 200 acres, Lots 34 and half of 35 and 36, Con. 3 W. G. R. Born in Canada, 1844. Settled in county, 1874.

Vickers, J. W., dealer in general merchandise, Durham. He owns 44 acres, Lot 61, Con. 1 N. and S. D. R. Born in England, 1843. Came to county in the fall of 1857.

Willis, Henry, farmer. P. O., Allen Park. He is one of the earliest settlers in the township, and is at present a Councillor. Owns 374 acres, being Lots 35 to 38, Con. 2 S. D. R. Born in Somerset, England, 1826. Came to county, 1848.

Wilkinson, Robert, farmer. P. O., Allen Park. Owns Lots 33 to 36, Con. 1 and 2, S. D. R., 196 acres. Came from Ireland to Canada in 1843, and settled here in 1848.

Whiteford, Wm., farmer. P. O., Allen Park. Owner of 64 acres, Lots 27 to 29, Con. 1, S. D. R. Came to county, 1840. Born in Scotland.

Wilson, James, farmer. Owner of Lot 22, Con. 13, N. D. R., 100 acres. Born in Scotland, 1803. Came to county, 1854.

Yost, F., farmer, Hanover. A German by birth. Settled in Grey Co., 1857. Owns Lot 10, Con. 1, S. D. R., Bentinck, 100 acres.

COLLINGWOOD TOWNSHIP.

Andrews, T. & J. W., merchant millers and general merchants, Thornbury. Own 72 acres of land in the Township of Collingwood. Former was born in England, 1830; latter born in Canada, 1836. Both came to Grey Co., 1860.

Armitage, George, agent for agricultural implements, Thornbury. Owns property valued at \$1,000. Born in this county, 1842.

Alcock, Thomas, farmer. Owns 100 acres of land in Lot 12, Con. 8, valued at \$5,000. Of English birth; born 1836. Settled in Grey Co., 1874. P. O. address, Ravenna.

Armstrong, G. B., foreman in Eureka Mills, Thornbury. Born in York Co., 1851. Came to Grey Co., 1865.

Alcock, Robert, carriage manufacturer, Thornbury. Is a Justice of the Peace, and has been in the Township Council. Born in England, 1821. Settled in this county, 1861.

Bell, Rev. J. C. Born 1849. Came to present location, 1879.

Bull, Henry J. A., pump manufacturer and undertaker, Thornbury. Born in London, Eng., 1835. Settled in Grey Co., 1849

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Fiegehen, William, farmer. P.O. address, Thornbury. Owns 200 acres in Lot 25, Con. 9, of \$12,000 value. Born in Canada, 1838. Came to Grey Co., 1868.

Foster, Thos. R., manufacturer of and dealer in woollen goods, Thornbury. Born in Lanark Co., Ont., 1831. Came to present location, 1874.

Farewell, Jerome, publisher of the *Union Standard*, Thornbury. Owns village property to the value of \$2,000. Has formerly been engaged in the teaching profession. Born in Oshawa, Ont., 1843. Settled in Grey Co., 1865.

Gilson, Thomas, butcher, Thornbury. Owns 100 acres in the 10th Concession of Collingwood. Born in England, 1843. Came to this county, 1866.

Grier, Andrew, J. P., Public School Inspector for East Grey; conveyancer, commissioner, &c., Thornbury. Native of Ireland; born 1825. Has resided in Grey Co. since 1847. Owns Lot 31, Con. 8, and other lots in Euphrasia and St. Vincent.

Grierson, John, farmer. P.O. address, Ravenna. Born in Scotland, 1830. Became a settler in Grey Co., 1858. Is owner of 100 acres in Lot 12, Con. 9, worth \$10,000.

Hassan, Francis, hotel propr., Clarksburg. Of Canadian birth; born 1849. Resided in Grey Co. since 1868.

Hurd, Stephen, merchant, Ravenna. Owns real estate there valued at \$2,000. Born in Canada, 1839. Settled in this county, 1852. Is Postmaster.

Holdship, William, farmer. Clarksburg P.O. Owns 150 acres in Lot 35, Con. 12, of \$10,000 value. Born in Ireland, 1838, and came to this county ten years later.

Hewitt, Wm., J. P., Heathcote P.O. Owns Lot 17, Con. 12, 200 acres, worth \$12,000. Has been a member of the Tp. Council many years. Born in England, 1821, and came to Grey Co. with his parents in 1832.

Hewish, Wm. C., merchant, Heathcote. Owns 380 acres of land, including Lot 23, Con. 12; value of property, \$30,000. Native of England; born 1830. First came to Grey Co., 1858.

Hurlburt, Geo. W., M. D., physician and surgeon, and proprietor of drug store, Thornbury. Born in Canada, 1837. Came to this county, 1860.

Hamilton, J. H., carriage manufacturer, &c., Thornbury. Born in Frontenac Co., 1841. Came with parents to this county six years later.

Hunt, Robert H., M. B., physician and surgeon, Clarksburg. Born in Ireland, 1845. Located in Grey Co., 1868. Owns Lot 8, Con. 11, Collingwood, 200 acres.

Hartman, C. W., chemist and druggist, Clarksburg. Native of York Co.; born 1856. Settled in Clarksburg, 1878.

Hunter, Walter, Postmaster of Clarksburg. Is township Treasurer of Collingwood. Born in Scotland, 1833. Has resided here since 1858.

Hutton, George, retired farmer, Thornbury. Owns 260 acres of land in Collingwood and Euphrasia. Native of Yorkshire, England; born 1810. Became a settler in Grey Co., 1848.

Johnston, William, merchant, and dealer in agricultural implements, Clarksburg. Born in Prince Edward County, 1848. Settled with parents in Grey Co. in 1852.

Loughead, James, farmer. Clarksburg P.O. Owns 75 acres in Lot 21, Con. 10, valued at \$5,000. Native of Canada; born 1834. Came to this county, 1849.

Lunan, J. W., farmer, Banks P.O. Native of Lower Canada; born 1835. His father became the second white settler in Collingwood, in 1842. Now owns 300 acres, valued at \$15,900, and including Lot 18, Con. 6.

Lawson, Alfred, farmer. Owns and occupies 100 acres in Lot 10, Con. 8, worth \$8,000. An Englishman by nativity; born 1836. Settled in Grey Co., 1874.

Lehigh, Hiram, carpenter, Thornbury. Born in Ohio, 1847. Came with parents to Grey County three years later. Owns land valued at \$2,250, in Lot 37, Con. 11.

Lyne, Edward, shoemaker, &c., Thornbury. Born in York County, 1840. Settled in this county, 1865. Owns a village residence of \$700 value.

Lyne, Henry, general merchant, Clarksburg. Native of York County; born 1837. Came to Grey, 1860.

McKenzie Bros., manufacturers and dealers in agricultural implements, Clarksburg. Mr. J. M. McKenzie was born in Halton County, 1853; his brother G. M. in 1855. Came to this county together in 1877.

Mitchell, Alexander, farmer. Clarksburg P.O. Has held the office of Bailiff, 4th Division Court, during past 20 years. Was Reeve of Collingwood in 1865. Owns 340 acres, including Lot 30, Con. 12, and land in St. Vincent. Of Scotch birth; born 1818. Settled in this county, 1848.

Moore, L. M., M. D., physician and surgeon, Thornbury. Has been a Coroner since 1874. Born in Nottawasaga Tp., Simcoe County, 1848. Located here in 1872.

Mitchell, Robert C., merchant tailor, Thornbury. Born in this township, 1859.

Muller, John U., hotel proprietor, Clarksburg. Owns property here valued at \$4,000. Born in Ireland, 1833. Came to Grey County, 1870.

McFayden, Duncan, farmer. Banks P.O. Owns 50 acres in Lot 13, Con. 4, worth \$5,000. Born in Canada, 1834. Settled here, 1866.

Moore, Benjamin, farmer, Heathcote. Native of Canada; born 1837. Settled in Grey County, 1861. Owns 200 acres in Lot 28, Con. 12, worth \$14,000.

Patterson, George, farmer. P.O. address, Thornbury. Is owner of 150 acres in Lot 25, Con. 8, of the value of \$7,500. Born in Ireland, 1814, and became a settler in Grey County, 1875.

Rorke, George, farmer. Heathcote P.O. Is owner of 350 acres, worth \$17,000, and including Lot 18, Con. 9. Born in Canada, 1829. Came to Grey Co., 1847.

Rorke, William H., farmer, Heathcote P.O. Born in Canada, 1843. Came here with parents, 1847. Owns 100 acres in Lot 27, Con. 12, worth \$5,000.

Rorke, Thomas, farmer. Owns Lot 14, Con. 11, and Lot 24, Con. 12, 400 acres, worth \$15,000. Born in Canada, 1827. Came to this location, 1847. Has held office as Division Court Clerk.

Rorke, Edward, conveyancer, insurance and loan agent, Thornbury. Was born in Simcoe County, 1845, and came with parents to Grey County in 1848. Has been Tp. Clerk of Collingwood since 1876.

Rorke, Joseph, notary public, land and general agent, Clarksburg. Is a native of Simcoe County; born 1832. Came to Grey County, 1848. Holds a commission as Captain in the 31st Regiment. Is the present Reeve of the township, and was Warden of Grey in 1876. Owns 515 acres of land, including Lots 2 and 6, Con. 11, N. $\frac{1}{2}$ Lot 25, Con. 12, and considerable village property; the whole of \$11,000 value.

Reekie, George, farmer. P.O. address, Thornbury. Born in Scotland, 1821. Settled in Grey County, 1848. Owns property valued at \$6,000, being 100 acres in Lot 26, Con. 7. Has held the office of School Inspector with credit and satisfaction.

Redwell, Henry, wagon and carriage manufacturer, Thornbury. Native of England; born 1849. Came here in 1874. Owns village property worth \$6,000.

Rutherford, James, manufacturer of and dealer in boots and shoes, Thornbury. Of Irish nativity; born 1819. Settled in present location, 1868.

Smith, William, farmer. Owns and occupies Lot 24, Con. 7, 100 acres, worth \$5,000. Born in England, 1842. Became a settler in Grey County, 1868. Thornbury P.O.

Shore, Andrew, J. P., farmer. Thornbury, P.O. Native of Peel County; born 1824. Settled in this county, 1851. Owns 270 acres, being the whole of Lot 20, Con. 8, and a part of same lot, Con. 7; property worth \$16,000. He has been a prominent member of the Tp. Council.

Spaul, Austin, farmer. Born in England, 1815. Came to Grey County, 1864. Owns S. $\frac{1}{2}$ Lot 22, Con. 10, embracing 100 acres, and valued at \$7,000. Clarksburg P.O.

Shaw, Thomas, farmer. P.O. address, Banks. Native of this township, where he was born in 1852. Is owner of the N. $\frac{1}{2}$ of Lot 20, Con. 4, 100 acres, worth \$3,000.

Stoutenburg, P. & J., manufacturers of and dealers in woollen goods, Thornbury. The senior member of the firm owns 300 acres in Lots 5 and 13, Con. 8. He was born in Ontario County, 1841; his brother in same county, ten years later. They settled in Grey County, 1860.

Theakston, John, farmer. Heathcote P.O. Is owner of S. $\frac{1}{2}$ Lot 25, Con. 11, comprising 100 acres, of \$5,000 value. Native of Yorkshire, England; born 1815. Settled in this county, 1855.

Thompson, Andrew, farmer. P.O. address, Thornbury. Owns and occupies 100 acres in Lot 24, Con. 8, worth \$6,000. Born in Scotland, 1839. Came to Grey County, 1866.

Tyson, W. L. & Bro., proprietors "Beaver Valley Flouring Mills," Clarksburg. Own 95 acres in Lot 31, Con. 10. Mr. W. L. Tyson was born in York County, 1845; Mr. J. H. Tyson three years later, in same township, King. Former came to this county in 1869, and the latter followed in 1875.

Tye, Charles, merchant tailor, Clarksburg. Born in London, England, 1851. Located in Grey Co., 1865.

Weir, Hugh, miller and farmer, Ravenna P.O. Of Scotch nativity; born 1835. Came to County of Grey with parents in 1848. Owns 100 acres of Lot 16, Con. 8, of \$5,000 value.

Wallace, James, farmer. Canadian by birth; born 1834, and settled in this county, 1862. Is present owner of 175 acres, located in Lot 17, Con. 8, and worth \$10,000. P.O. address, Ravenna.

Wright, Richard, farmer. Native of this county; born 1848. Has served as a member of Tp. Council. Owns and occupies 50 acres in Lot 21, Con. 12, worth \$3,000. Heathcote P.O.

Walter, H. H., farmer. Owns and occupies Lot 15, Con. 6, 200 acres, of \$20,000 valuation. Born in England, 1830. Became a settler in Grey County in 1849. Has occupied a place in the Municipal Council. P.O. address, Ravenna.

Wright, Robert, farmer, Heathcote P.O. Occupies S. $\frac{1}{2}$ Lot 21, Con. 12, where he was born in 1856.

Webb, Samson, J. P., gentleman, Thornbury. Born in England, 1821. Came to this county, 1849.

Weir, Valentine T., general merchant, Thornbury and Meaford. Born in England, 1832. Settled in this county, and commenced business in Meaford, 1873. Extended business to Thornbury in 1878.

Young, John, dealer in stoves, tinware, &c., Thornbury. Born in Ireland, 1838. Came to Grey County, 1864.

DERBY TOWNSHIP.

Brien, William, farmer. Living on the East $\frac{1}{2}$ Lot 6, Con. 8. He owns 100 acres; value \$4,000. Born in Ireland, 1844. Came to Grey Co., 1859. Has held the office of Deputy Reeve. P. O., Kilsyth.

Beaton, William, Township Clerk. Kilsyth P. O. Is owner of 44 acres of Lot 10, Con. 7. Worth \$2,500. Was born in Canada, 1836, and settled in the county in 1852.

Barber, James, farmer on Lot 6, Con. 3, owning the N. $\frac{1}{2}$, 100 acres; valued at \$5,000. Born in Co. Cavan, Ireland, 1817. Settled here in 1842. P. O., Owen Sound.

Balfour, G. C., tailor, residing on Lot 8, Con. 9, of which he owns 5 acres. Was born in Ireland, 1823. Settled in the county, 1857. P. O., Kilsyth.

Brinkman, Stewart, farmer. Owns Lot 8, Con. 8, 200 acres. Was born in Canada, and settled here in 1872. P. O., Kilsyth.

Campbell, William, farmer, residing on Lot 1, Con. 11. Owns 150 acres. Born in Ireland, 1828. Settled in Grey Co., 1855. P. O., Keady.

Currie, Rev. Hugh, Presbyterian minister. Keady P.O. Born in Ontario, 1838. Came to county, 1877.

Duncan, John, farmer. Owns 300 acres, Lots 1 and 2, Con. 3; valued at \$12,000. Born in Scotland, 1821. Came to Grey Co., 1867. P. O., Keady.

Egerton, Samuel, retired farmer, lives on Lot 13, Con. 12, of which he owns 100 acres; worth \$3,000. Born in 1820. Settled here in 1878. P. O., Kilsyth.

Fenton, M., carriage maker. Carries on business in Kilsyth Village. Born in Ireland, 1837. Came to county, 1874. Was Lieutenant in the Militia.

Fairbairn, Alexander, retired farmer. He owns 175 acres of Lot 13, Con. 2; value, \$4,500. Was born in Scotland, 1808. Settled here in 1851. P. O., Owen Sound.

Fleming, James, Postmaster of Kilsyth, also farmer. He owns 350 acres in the township. Born in Scotland, 1830. Settled in county, 1848.

Fleming, John, farmer. Resides on and owns Lot 11, Con. 10, Derby Tp., 150 acres; also has land in Keppel Tp. The value of his land is estimated at \$9,000. Was born in Scotland, 1830, and settled in county, 1849. P. O., Kilsyth.

Foster, Arthur, boot and shoemaker, residing on Lot 1, Con. 1. Born in England, 1856. Settled here in 1878. P. O., Keady.

Graham, A. C., M. B., residing in Kilsyth Village. He was born at Fort Erie in 1844, and settled in Grey Co., 1879. P. O., Kilsyth.

Garvie, Alexander, farmer. Owning 100 acres of Lot 13, Con. 9. Came to county from Scotland in 1852. Born 1842. P. O., Kilsyth.

Grieve, A. M., farmer, on Lot 14, Con. 12, of which he owns the west half, 100 acres. Was born in Scotland in 1851. Came to Grey Co. in 1873. P. O., Alverly.

Hardie, Andrew, farmer. He owns 140 acres of Lots 7 and 8, Con. 4; valued at \$7,000. Settled in county, 1849. Born in Scotland, 1817. He has been 17 years Councillor. P. O., Kilsyth.

Hunt, J. McKenzie, blacksmith, carriage and wagon maker on Main Street, Kilsyth Village. Owns village lot worth \$1,400. Was born in Wentworth Co., 1855, and has lived in Grey Co. since 1856.

Headerson, Robert, farmer, on Lot 8, Con. 12, 200 acres. Was born in Canada, 1829. Settled here in 1875. Has served as Councillor. P. O., Tara.

Henderson, Wm., farmer. Owning 250 acres, Lot 2, Con. 11. Came from Scotland, where he was born in 1821. Settled in county in 1855. P. O., Keady.

Hamilton, Alexander, blacksmith, Keady. Was born in Pickering, 1859; has lived in Grey Co. since 1862.

Jones, Mrs. S. A., carries on farming on Lot 17, Con. 5, and owns 1632 acres in the township. Came from Ireland, settling in Grey Co., 1855. Born in 1839. P. O., Owen Sound.

Linn, Robert, farmer and Township Reeve. Is propr. of 200 acres, Lots 7 and 8, Con. 6; valued at \$8,000. Was born in Ireland, 1819. Came here in 1847. P. O., Kilsyth.

Linn, Robert, farmer. Owning 50 acres of Lot 9, Con. 5, worth \$2,000. Has lived in the township since 1853, the year of his birth. P. O., Kilsyth.

Linn, Hugh, farmer, residing on Lot 9, Con. 5, and owning 100 acres; value, \$5,000. Born at Beverley in 1844. Settled here, 1849. P. O., Kilsyth.

Livingston, David, farmer. Owns 75 acres of Lot 8, Con. 8. Was born in the United States in 1853; has lived in county since 1856. P. O., Kilsyth.

Miller, R. B., farmer and gardener, on Lot 14, Con. 2, of which he owns 50 acres; valued at \$3,500. Born in Toronto Township, 1836. Settled here in 1855. Was President of the Agricultural Society for some time, and had a seat in the Council. P. O., Owen Sound.

McArthur, Charles, farmer, on Lot 2, Con. 7, 50 acres. Was born in Scotland, 1845, and has lived in county since 1851. P. O., Keady.

McEwen, Elizabeth, farms 200 acres, being Lot 12, Con. 8. Was born in Canada, and settled in the county, 1876. P. O., Kilsyth.

Rogers, Peter, farmer and hotel-keeper, Kilsyth P. O. He owns 47 acres of Lot 9, Con. 7; worth \$4,000. Born in Albion Township, Peel Co., 1839. Settled here in 1878.

Robertson, Robert, merchant in Kilsyth Village, and for some time assistant Postmaster. He owns 132 acres, being Lots 5 and 6, Con. 10, worth \$3,500. Born in Scotland, 1833. Came to county in 1852.

Robertson, John, farmer, on Lot 12, Con. 10, 85 acres, worth \$3,000. Came to county in 1852 from Scotland, where he was born in 1840. Is a member of the present Council. Jackson P. O.

Stark, Robert A., farmer. Owns 41 $\frac{1}{2}$ acres, part of Lot 9, Con. 4, worth \$3,000. Born in Toronto in 1845. Settled here in 1869. He has held the position of Reeve of the township. P. O., Kilsyth.

Wright, G. R., merchant. Jackson P. O. He owns 2 $\frac{1}{2}$ acres where he resides, and carries on a store. Born in Canada, 1838. Settled in the county in 1862. Was Postmaster for some time.

EGREMONT TOWNSHIP.

Allan, David, school teacher, Holstein. Came to county in 1859. Born in Scotland in 1842.

Adams, Robert, retired farmer. He owns 3 acres of Lot 3, Con. 12. Was born in Scotland in 1819, and settled in Grey County, 1856. P. O., Holstein.

Allan, John, farmer and general stock raiser, on Lot 1, Con. 20, 100 acres. Came from Scotland, where he was born, 1837, settling here in 1859. P. O., Murdoch.

Bunston, Joseph, general merchant, Postmaster, and farmer. Yeovil P.O. Owner of 200 acres, being Lot 11, Con. 13. Came to county in 1863. Was born in England, 1835.

Boos, John, merchant, Mount Forest. Born in Germany, 1833. Came to this place, 1860.

Bye, Robert, farmer and general stock raiser. Owns 200 acres, being Lots 9 and 10, Con. 8. He was four years a Councillor. Born in Canada, 1836. Came to county, 1853. P. O., Mount Forest.

Baird, John, farmer and general stock raiser. Owner of 150 acres, Lot 14, Con. 15. Was born in Scotland, 1823. Settled in county, 1858. P. O., Yeovil.

Bell, Robert, school teacher, Dromore. Born in Ireland, 1853. Settled here in 1864. He owns 100 acres, Lot 15, Con. 20.

Currie, Dugald, farmer and general stock raiser, owning 200 acres Lot 12, Con. 6. Born in Scotland 1831, and settled in Grey County, 1852. P. O., Mt Forest.

Campbell, John, farmer and general stock raiser. Owns 200 acres, being Lots 22 and 23, Con. 6. Came from Scotland, where he was born in 1826. Settled here, 1852. P. O., Mount Forest.

Cameron, David, blacksmith, &c., Holstein. He owns one acre of Lot 28, Con. 1. Has lived in county since 1852. Born in Canada, 1848.

Cameron, William, farmer and breeder of fine Durham cattle. Owns 266 acres, being Lot 22, Con. 1, Lot 51, Con. 2, and Lots 2 and 3 of Con. 22. Is a native of Ireland; born 1827; settling in county, 1854. P. O., Egremont.

Cameron, E. P., of Mount Forest. Is of Canadian birth; born 1849. Settled in Mount Forest, 1867, where he keeps livery and boarding stables.

Coleridge, Mary J., ex-school teacher, residing on Lot 13, Con. 19. P. O., Dromore. Was born in the township, 1860.

Davidson, Alexander, farmer and general stock raiser. Owns 104 acres, Lot 64, Con. 3. Settled here in 1863. Came from Scotland. P. O., Mount Forest.

Dawson, Joseph, farmer and general stock raiser. Owns 150 acres, Lot 23, Con. 1. Was born in the county, 1847, and has lived here since. Is at present a member of the Township Council. P. O., Egremont.

Dickson, Peter, general merchant, and Postmaster, Holstein. Was born in Scotland, 1838, and settled here in 1873. Owns 158 acres, being Lot 28, Con. 10, Albemarle Township, Bruce County, Ont.

Dodds, James, grist, saw, and carding mills, owner, situated on Lot 16, Con. 1. Was born in England, 1823, and settled in county, 1856. P. O., Orchard.

Dillon, William J., farmer and general stock raiser. Owns 150 acres, Lots 17, Cons. 9 and 10. Was born in Ireland, 1840, settling in Grey Co., 1861. P. O., Mount Forest.

Geddes, James, farmer and general stock raiser. Owner of 110 acres, Lot A., Cons. 16 and 17. Came to county, 1855. Born in Scotland, 1851. Was Collector for the township, and a member of the Council. P. O., Holstein.

Gray, George, farmer and general stock raiser. He owns 112 acres, Lots 28 and 29, Con. 1. Born in England, 1826, and settled in the county, 1871. P. O., Egremont.

Houston, James, farmer and general stock raiser. Owns 100 acres, Lot 12, Con. 12. Born in Scotland, 1823. Settled here, 1854. P. O., Yeovil.

Hamilton, John, farmer and general stock raiser. Is owner of 163 $\frac{1}{2}$ acres, Lot 5, Con. 11. Came to the county in 1854 from Scotland; born 1849. P. O., Holstein.

Henderson, Edward, farmer and general stock raiser, on Lot 12, Cons. 15 and 16, 200 acres. Was born in Halton County, 1838, and settled in Grey County, 1854. P. O., Yeovil.

Henderson, Alexander, farmer and stock raiser. Owns 200 acres, Lot 13, Cons. 15 and 16. Settled in county, 1853. Was born in Halton Co., 1836. P. O., Yeovil.

Horne, Robert, farmer and weaver, resides in Mount Forest. He owns 5 acres of Lot 33, Con. 3, in the township. Was born in Scotland, 1814, and settled in Grey Co., 1852.

Henderson, George, land, loan, and insurance agent, Arthur, Wellington Co. Born in England, 1846. Came to present location, 1862.

Iles, David, farmer and general stock-raiser. Settled in county, 1857. Is owner of 300 acres, being Lots 19, 20, and 21, Con. 9. Born in England, 1833. P. O., Mount Forest.

Jones, William A., school teacher. Yeovil P.O. Settled in county, 1873. Born in England, 1851.

Irwin, George, school teacher. Yeovil P.O. Came here in 1875. Born in Huron Co., 1857.

Johnston, William, farmer and stock raiser, on Lot A., Con. 4, 54 acres. Was born in township, 1853. P. O., Mount Forest.

Kelly, Peter B., farmer and general stock-raiser. He owns 200 acres, Lot 7, Con. 9. Born in Canada, 1831. Settled in county, 1872. P. O., Mt. Forest.

Keith, Daniel, carriage and wagon maker, &c., Holstein. Was born in England, 1841. Settled here in 1865.

Kennedy, Robert, railroad contractor, Mount Forest. He owns 150 acres in the township, Lots 23 and 24, Con. 4. Born in Scotland, 1846, and settled in county, 1860.

Kennedy, William, farmer and stock raiser, Holstein P.O. Owner of 100 acres, Lot 6, Con. 11. Born in Scotland in 1817. Came to county, 1853.

Kennedy, J. A., farmer, stock raiser and stone mason. He owns Lot 4, Con. 11, 200 acres. Came to Grey County in 1854. Born in Scotland, 1837. P. O., Holstein.

Kershaw, T. E., farmer and general stock raiser. Owns 155 acres, being Lots A. and 1, Con. 11. Born in Canada, 1852. Settled in county, 1868. Is President of the Reform Association. P. O., Holstein.

Kay, Alexander, farmer and stock raiser, Lot 9, Con. 14. Owner of 100 acres. Born in Scotland, 1834. Settled in county, 1855. P. O., Yeovil.

Keith, Thomas, farmer and stock raiser. He owns 200 acres, being Lots 4 and 5, Con. 15. Came from England, settling in county, 1855. Has been a member of the Township Council. P. O., Holstein.

Lawrence, W. L., farmer. Owner of Lot 6, Con. 21, 100 acres. Has been in the Council several years, and at present is Deputy Reeve of the Township Council. Was born in Ireland, 1836. Came to county, 1860. P. O., Varney.

Leighton, Thomas, farmer and general stock raiser, Lot 16, Con. 20, 100 acres. Born in Scotland, 1828. Settled here, 1869. P. O., Dromore.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Murdoch, James, farmer, P.O., Yeovil. Owner of Lot 13, Con. 12, 100 acres, value \$3,000. Was Warden of the county for some time; at present is Reeve of the township, and a Justice of the Peace. Came from Aberdeenshire, Scotland, where he was born, 1832. Settled in county, 1857.

Mark, James, farmer and stock-raiser. Owns Lot 1, Con. 13, 100 acres. Born in Scotland, 1847. Settled in county, 1860. P.O., Holstein.

Mutch, Alexander, farmer and stock-raiser. Owner of 200 acres, Lot 4, Con. 14. Came here in 1856. Born in Scotland, 1823. P.O., Yeovil.

Martin Henry, blacksmith, Yeovil. Was born in Kent County, England, 1842. Came to county, 1857.

Matthews, James, farmer and stock-raiser. He owns 155 acres, Lot 1, Con. 19. Came from Ireland, where he was born, 1838, settling in Grey County, 1863.

McIntyre, Alexander, farmer and stock-raiser, owning 250 acres, Lot 9, Con. 6. He was in the Council two years. Settled in county, 1851; born in Scotland, 1823. P.O., Mount Forest.

McIntyre, Nicol, farmer and stock-raiser. Owner of Lots 8 and 9, Con. 4, 150 acres. Has been Reeve for four years, also Deputy Reeve and Collector for the township. Was born in Scotland, 1818. Came here in 1849. P.O., Mount Forest.

McArthur, Neil, farmer and general stock-raiser. He owns 200 acres, Lots 11 and 12, Con. 11. Was in the Township Council four years. Came to the county in 1854 from Scotland. Born in 1827. P.O., Yeovil.

McCormick, Dugald, farmer and stock-raiser. Lot 21, Con. 24, 100 acres. Has been in the Township Council five years, and held the office of Deputy Reeve. Born in Scotland, 1837. Settled here in 1854. P.O., Priceville.

McLarty, Charles, farmer and stock-raiser. Lot 10, Con. 9. Is also a carpenter. Was born in Canada, 1837. Settled here in 1858. P.O., Mount Forest.

McFadyen, Dugald, farmer and stock-raiser. He owns 150 acres of Lots 15 and 16, Con. 7. Came from Scotland, settling in the county, 1853. Born 1827. P.O., Mount Forest.

McPhee, Malcolm, farmer and stock-raiser. Owning Lots 9 and 10, Con. 11, 200 acres. Born in Scotland, 1823. Came to county in 1853. P.O., Yeovil.

McKay, Alexander, school teacher, Yeovil. Born in Sydenham Tp., 1860.

Nelson, John, farmer and stock-raiser. Lot 17, Con. 15, 100 acres. Was born in Canada, 1838. Settled in Grey Co., 1868. P.O., Dromore.

Nicholson, Alexander, farmer and stock-raiser. He owns 100 acres, being Lot 13, Con. 13. Came from Scotland to county in 1855; born 1823. P.O., Yeovil.

Petrie, W. T., proprietor grist, saw, and carding mill. Owns 12 acres, Lots 40 and 41, Con. 2 and 3. Born at Galt, Ontario, 1846. Settled here, 1868. Holstein P.O.

Philp, John, farmer and stock-raiser, on Lot 16, Con. 16, 100 acres. Was born in Canada, 1847. Settled here, 1869. P.O., Yeovil.

Patton, James, farmer and stock-raiser. Owner of 100 acres. Lots 25 and 26, Con. 1. Came from England, settling here in 1856. P.O., Egremont.

Queen, John, land, insurance, loan, and general agent, Orchard P.O. Born in Ireland, 1845. Came to county, 1855.

Reid, Thomas, farmer, but now retired. Owns Lot 6, Con. 5, 100 acres. Resides in Mount Forest. Was Treasurer for five years. Born in Scotland, 1817. Settled in Grey County, 1856.

Reid, William, farmer and stock-raiser. Owns 200 acres, Lots 37 and 38, Con. 3. Came from Scotland, settling here in 1850. P.O., Holstein.

Robb, Joseph, farmer and stock-raiser, Lot 15, Con. 9. He owns 100 acres. Was born in Ireland, 1834. Settled in county, 1859. P.O., Mount Forest.

Ross, James, farmer and stock-raiser. Owner of 100 acres, Lot 8, Con. 14. Came from Scotland to county in 1855, and settled here. Born 1820. P.O., Yeovil.

Robbie, Charles, farmer and stock-raiser. He owns 200 acres, being Lots 1 and 2, Con. 14. Born in Scotland, 1819. Settled in county, 1854. P.O., Holstein.

Robbie, William, carpenter and joiner. Yeovil P.O. Was born in Scotland, 1848, and came here, 1864.

Ramage, Charles, school teacher. Dromore P.O. Settled here in 1867. Born in Scotland, 1849.

Stevenson, Horatio, land, loan, and insurance agent, Mount Forest. He owns 103 acres, being Lot 13, Con. 6, in Egremont Township. Born in England, 1831. Settled here in 1852.

Swanston, Andrew, farmer and stock-raiser, living on Lot 43, Con. 2. He owns 118 acres. Has held the offices of Reeve and Deputy Reeve, and been a Councilman for 8 years. Came from Scotland, and settled in county, 1847. Born in 1812. P.O., Holstein.

Stephenson, George, farmer and stock-raiser, owning 62 acres of Lot A, Con. 8. Settled in county, 1854. Born in Canada, 1838. Mount Forest P.O.

Shiels, James, farmer and stock-raiser, Lot 7, Con. 14. He owns 100 acres. Born in Scotland, 1830. Settled in county, 1854. P.O., Yeovil.

Sim, Robert, farmer and stock-raiser. Owner of Lot 5, Con. 14, 100 acres. Came from Scotland, where he was born in 1824. Settled in county, 1854. P.O., Yeovil.

Sim, James, farmer and stock-raiser. He owns 100 acres, being Lot 3, Con. 14. Born in Scotland, 1824. Came to county, 1854. P.O., Holstein.

Spicer, Thomas, blacksmith, Yeovil. Was born in Kent Co., England, 1851. Settled in Grey Co., 1863.

Sim, David, farmer and stock-raiser, Lot 16, Con. 14. Owns 100 acres. Was born in Scotland, 1826. Came to county, 1855. P.O., Yeovil.

Swanston, James, farmer and stock-raiser. He owns 300 acres, and resides on Lot 18, Con. 14. Came from Scotland, and settled here in 1864. Was born in 1849. P.O., Yeovil.

Starrott, I., farmer and stock-raiser, Lot 1, Con. 7, 100 acres. Was born in Ireland, and settled here in 1846. Was a member of the first council. P.O., Mount Forest.

Spencer, Henry, farmer and carpenter, living on Lot 15, Con. 22. Was born in England, 1848, and settled in the county, 1864. P.O., Dromore.

Smith, Charles, proprietor of Holstein Hotel, Holstein Village. Was born in the township, 1850, and has lived here since.

Thomas, John, farmer and stock-raiser. He owns 100 acres, being Lot 23, Con. 5. Born in Scotland, 1837, settling in the county, 1866. P.O., Mount Forest.

Taylor, Alexander, general merchant, and Postmaster of Dromore. Came to county in 1860 from Scotland, where he was born in 1838.

Tanner, Thomas, M.D., physician and surgeon, Holstein P.O. He owns 100 acres in the township, being Lot 30, Con. 3. Was born in England, 1821. Came here in 1854.

Troup, James, farmer and stock-raiser; is also a stone-mason. He owns Lot 4, Con. 12, 100 acres. Came from Scotland and settled in county, 1858. P.O., Holstein.

Teesdale, John, farmer, but now retired. He resides on Lot 15, Con. 22. Was born in England in 1844. Came to county, 1860. P.O., Dromore.

Vance, Robert A., farmer and stock-raiser. Owner of 200 acres, being Lots 18 and 19, Con. 7. Born in Canada, 1855. Settled in county, 1878. P.O., Mount Forest.

Wallace, Albert, farmer and stock-raiser on Lots 10 and 11, Con. 5, 200 acres. Born in Canada, 1839. Settled in county, 1849. P.O., Mount Forest.

Wallace, Samuel, farmer and stock-raiser. Owns 150 acres of Lot 10, Con. 4. Has had a seat in the Council several years, and held the offices of Reeve and Deputy Reeve. P.O., Mount Forest.

Wallace, William, farmer and stock-raiser, Lots 11 and 12, Con. 4, owning 204 acres. Was born in Canada, 1832, and settled in county, 1849. He was for seven years Township Collector. P.O., Mount Forest.

Wallace, W. H., farmer and general stock-raiser. Owns 100 acres, being Lot 10, Con. 7. Born in Canada, 1845. Came to county, 1853. P.O., Mount Forest.

Watson, William, farmer and stock-raiser, Lot 14, Con. 7, 100 acres. Was born in Canada, 1846, settling in county, 1864. P.O., Mount Forest.

Whitehead, Charles, farmer, stock-raiser, and also a stone mason. Lives on Lot 6, Con. 12, 100 acres. Was born in Scotland, 1827, and came to county in 1853. P.O., Holstein.

Woodall, Matthew, farmer and stock-raiser. He owns Lot 15, Con. 16, 100 acres. Born in England, 1821. Settled here in 1862. P.O., Yeovil.

Wilson, James, farmer and stock-raiser on Lot 26, Con. 13. Owns 100 acres. Came from Scotland to Grey County in 1859. Born 1829. P.O., Yeovil.

Wright, David, farmer and stock-raiser. He is owner of Lot 2, Con. 5, 100 acres. Was born in New York, 1831, and settled in the county, 1845. P.O., Mount Forest.

Wilson, John, farmer and stock-raiser on Lot 5, Con. 22. He owns 152½ acres. Was born in England, 1827, settling in county, 1857. P.O., Varney.

EUPHRASIA TOWNSHIP.

Boyd, James, farmer. P.O. address, Rocklyn. Owns 380 acres of land, valued at \$10,000, being Lots 18 and 21, Con. 8. Holds office as Deputy Reeve. Born in Ireland, 1832. Settled in Grey Co., 1850.

Best, John, farmer. Is an Irishman; born 1824. Settled in Grey Co., 1850. Owns Lot 30, Con. 6, 250 acres; value, \$10,000. P.O. address, Griersville.

Clugston, John, farmer. Holds the office of Township Assessor and Collector. Owns Lot 21, Con. 5, 90 acres, worth \$3,000. Born in Ireland, 1818, and came to Grey Co., 1848. P.O. address, Rocklyn.

Dunlop, Robert, farmer, Justice of the Peace, and Township Clerk. Was for several years a school teacher. Owns Lot 28, Con. 5, 200 acres, value \$9,000. Born in Ireland, 1814. Settled in county, 1840. P.O., Griersville.

Ellis, Thomas, farmer, Kimberly P.O. Owns 200 acres in Lot 6, Con. 4, valued at \$6,000. Was born in Canada, 1834. Settled in Grey Co., 1869.

Gilray, Robert, farmer and J.P. Born at Montreal, 1816. Settled in Grey Co., 1855. Is owner of Lot 17, Con. 5, 100 acres, valued at \$7,000. P.O. address, Epping.

Johnston, James, farmer. P.O. address, Clarksburg. Has held the office of Township Treasurer. Land owned, 100 acres, Lot 30, Con. 1, value, \$5,000. Is a Canadian; born, 1820. Settled in Grey Co., 1853.

Jordan, Thomas, merchant, general agent and commissioner in B.R. Carries on business and resides in the Village of Epping. Owns village property to the value of \$1,000. Born in Canada, 1840. Settled in the county, 1870.

James, John H., school teacher. Is a Canadian; born 1852. Came to Grey Co., 1857. Owns Lot 2, Con. 11. P.O., Markdale.

Knott, E. E., farmer, and agent for loan and insurance company, also holds the office of Deputy Reeve of the township. Owns 300 acres, valued at \$15,000, being Lots 25 and 26, Con. 4. Born in the County of Grey, 1855. P.O. address, Fairmount.

Kerr, James, merchant and farmer. Has held the office of Warden of the County of Grey. Owns Lot 21, Con. 1, and Lots 21 and 22, Con. 2; altogether, 1,400 acres, valued at \$20,000. Is a native of Ireland; born 1811, and came to the county in 1842.

Knott, Hugh, farmer. P.O., Heathcoate. Owns Lot 14, Con. 2, 200 acres, valued at \$10,000. Born in Chingacousy Township in 1846. Came to Grey Co., 1847.

Lougheed, James, farmer. Owns Lot 23, Con. 4, 100 acres, worth \$6,000. Is a Canadian; born 1836, in the County of Grey. Holds office as Township Councillor. P.O., Fairmount.

Myles, Robert, farmer. Is a Justice of the Peace, and also holds the office of Township Reeve. Owns 100 acres, Lot 25, Con. 5, value, \$4,000. Born in Ireland, 1833. Settled in Grey Co., 1847. P.O., Fairmount.

Myles, James, Jr. Owns the farm of "Springbrook," composed of Lot 11, Con. 6, 150 acres, valued at \$12,000. Born in Ireland, 1831, and settled in Grey Co. same year. P.O., Epping.

McConnell, William, farmer. P.O. address, Epping. Owns Lots 19, 20, 21, Con. 4, amounting to 300 acres, valued at \$15,000. Born in Ireland, 1836. Came to Grey Co., 1842.

McKnight, Samuel, farmer. Owns 450 acres of land, being Lot 18, Con. 4, value, \$20,000. Is an Irishman; born 1836. Settled in Grey Co., 1853. P.O., Epping.

McKenzie, John, farmer. Owns 200 acres of land, Lot 27, Con. 5, valued at \$12,000. Is a native of Ireland; born 1825. Date of settlement in Grey Co., 1851. P.O., Griersville.

Perrett, John, merchant and farmer. Holds the appointment of Postmaster at Rocklyn. Owns 200 acres, Lot 26, Con. 2, value, \$12,000; also village lot, ½ of an acre, on Lot 21, Con. 6, value \$1,200. Born in the Township of King, County of York, 1847. Settled in Grey Co., 1848.

Paterson, James, merchant and farmer. Postmaster at Blantyre. Owns Lot 29, Con. 9, 250 acres, valued at \$20,000. Is a Scotchman; born 1814. Settled in Grey Co., 1852.

Raby, John, farmer. Is an Englishman; born 1844. Settled in Grey Co., 1877. Is owner of 50 acres of land, valued at \$200, Lot 8, Con. 1. P.O. address, Duncan.

Rorke, Thomas T., Postmaster at Heathcoate. Holds the appointment of Division Court Clerk. Owns 400 acres of land in the township, valued at \$15,000. Is a Canadian; born 1827. Settled in county, 1847.

Sparling, Richard, farmer. P.O. address, Blantyre. Born in Ireland, 1817. Settled in county, 1842. Owns Lot 27, Con. 10, 100 acres, valued at \$500.

Vickers, George, farmer. Owns 600 acres, amounting in value to \$30,000, being Lot 28, Con. 3. Is an Englishman; born in 1818. Date of settlement in county, 1857. P.O., Griersville.

Winter, J. B., farmer. Is a native of Canada; born 1835. Settled in Grey Co., 1863. Owns Lot 27, Con. 4, and Lot 27, Con. 3, value, \$10,000. P.O. address, Fairmount.

Walter, Philip H., farmer. Owns 460 acres of land, being composed of Lots 3, 29, 30, Con. 10, valued at \$20,000. P.O., Blantyre. Is an Englishman. Date of birth, 1826. Settled in Grey Co., 1838.

Wilson, J. L., conveyancer, auctioneer, and Postmaster at Griersville. Owns 100 acres clay loam land, Lot 8, Con. 4, value, \$4,000. Holds office as Township Councillor. Born in South Carolina, 1822 and came to Grey Co. in 1855.

GLENELG TOWNSHIP.

Armstrong, William, farmer and general stock-raiser. Owns 200 acres, being Lots 101 to 104 S.E.S.R. Born in Ireland, 1826, and settled in Grey County, 1851. P.O., Markdale.

Anderson, George M., P.O., Markdale. Carries on waggon and carriage business. Born in Canada, 1852, and settled in county, 1868.

Armstrong, Mark, farmer and general stock-raiser. He owns some fine Durham stock, and is proprietor of 270 acres, being Lot 101, Range 1. Born in Ireland, 1804. Settled in county, 1850. P.O., Markdale. (See biographical sketch).

Bowers, G. S., Markdale P.O., bookkeeper. Born at Milton, Halton Co., 1832. Settled in Grey Co., 1874.

Black, John S., farmer and general stock-raiser. Owns Lot 24, Con. 4, 100 acres. Held the office of Assessor for three years, tax collector for six years, and is a J. P. Born in Scotland, 1837. Settled in county, 1855. P.O., Pomona.

Banks, Jabez, farmer and general stock-raiser. Owner of Lot 41, Con. 2 E.G.R., 100 acres. Born in England, 1823. Settled in county, 1849. P.O., Durham.

Banks, James. Owns 50 acres, being Lot 32, Con. 2 E.G.R. Was a school teacher for 26 years. Born in England, 1806. Settled in county, 1847. P.O., Durham.

Blair, Thomas, farmer and general stock-raiser. Owns Lot 6, Con. 6, 100 acres. Born in England, 1811. Settled in county, 1852. P.O., Durham.

Binnie, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lots 2 and 3, Con. N.D.R. Born in Scotland, 1819. Settled in county, 1861. P.O., Durham.

Campbell, C., owns grist mills at Markdale and ten acres of land, being part of Lots 98 and 99, Range 2. Born in Canada, 1852. Settled here, 1879.

Cook, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lot 10, Con. 6. Born in Canada, 1850. Settled in county, 1858. P.O., Traverston.

Carter, George, Glascoff P.O., retired farmer. Born in England, and came to Canada, 1824, settling in Tuckersmith Township, Huron Co. Removed to Glenelg Township with his family, settling on Lot 6, Con. 12.

Duffie, D. M., farmer and general stock-raiser. Owns Lot 90, Range 1, and Lot 16, Con. 10, 161 acres. Is a J. P. Born in Scotland, 1814, and settled in county, 1859. P.O., Markdale.

Donnelly, Samuel, Markdale P.O., farmer and general stock-raiser. Owns 100 acres, being Lot 18, Con. 11. Held the office of Deputy Reeve one year and Councilman two years. Born in Ireland, 1837, settling in county, 1862.

Dunsmoor, N. G., Durham P.O., farmer and general stock-raiser. Owns 50 acres, being Lot 14, Con. 1. Has been in the Council three years. Born in Canada, 1830. Settled in county, 1848.

Davis, Thomas, Durham P.O., farmer and general stock-raiser. Owns Lots 1 and 2, Con. N.D.R., 100 acres. Has been a Councilman two years, and is at present Deputy Reeve. Born in Canada, 1858. Settled in county, 1862.

Edge, Elias, Traverston P.O., farmer and general stock-raiser. Owner of 100 acres, being Lot 8, Con. 7. Born in Ireland, 1824. Came to county, 1850.

Edge, James, farmer. Owns Lot 44, Con. 2, 150 acres. Has held the office of County Warden, was Reeve for 16 years, and is at present Township Treasurer. Born in Ireland, 1823, and settled in county, 1844. P.O., Durham.

Edge, Samuel, farmer. Durham P.O. Owner of 200 acres, being Lots 42 and 43, Con. 2. Born in Ireland, 1821, and settled in county, 1844.

Ford, John W., merchant and owner of grist mills at Markdale. Is proprietor of 21½ acres, being Lots 98 and 99, Range 2. Born in England, 1844. Settled in county, 1871.

Greenwood, Thomas, farmer and general stock-raiser. Owns 100 acres, being Lot 37, Con. 2 E.G.R. Born in township, 1852. Durham P.O.

Glencross, William, Durham P.O., farmer and general stock-raiser. Owns 100 acres, being Lots 1 and 2, Con. 9. Born in Scotland, settling in county, 1866.

Hunter, A. S., farmer on Lot 24, Con. 1, 100 acres. Was born in Durham, 1850, and has lived in county since. P.O., Durham.

Hamilton, John, farmer and general stock-raiser. Owns 200 acres, being Lots 104, 105, and 106, Ranges 2 and 3. Born in Ireland, 1820, settling in county, 1851. P.O., Markdale.

Hill, S., general merchant and grain buyer, Markdale. Born in England, 1845. Settled in county, 1855.

Lyons, John, insurance, real estate, commissioner and conveyancing. Markdale P.O. Owns 300 acres in Holland Tp., Lots 21 and 13 in Con. 12 and 13. Born in Ireland, 1821. Came to county in 1864. Has held the position of Reeve.

Ledingham, George, Latona P.O., farmer and general stock-raiser. Owns 271 acres, being Lot 1, Con. 2 E.G.R. Born in Scotland, 1826. Came to county, 1847.

Lamb, George, jr., farmer and general stock-raiser. Owns Lot 9, Con. 14, 100 acres. Born in Scotland, 1849. Came to county, 1854. P.O., Glascoff.

McCutcheon, Joseph, propr. Revere Hotel, Markdale. Owns 200 acres in Glenelg and Mono. Born in Canada, 1848. Settled in county in 1878.

McFarland, W. J., merchant, dry goods, groceries, hardware, &c., Markdale. Is also Postmaster and a commissioner in B. R., and a member of the Council. Owns 500 acres. Born in Ireland, 1841. Settled in county, 1863. (See biographical sketch).

McDougall, A., harness-maker, Markdale. Born in Scotland, 1853. Settled in county, 1859.

McIntyre, Angus, general merchant, Markdale. Born in Canada, 1851. Came to county, 1874.

Morrison, William, farmer and general stock-raiser. Owns 400 acres, and resides on Lot 35, Con. 2 E.G.R. Has been Deputy Reeve three years, Assessor 10, and Councilman 12 years. Is a J. P. Born in Ireland, 1823, settling in county, 1847. P.O., Durham.

McGurr, Thos., farmer and general stock-raiser. Durham P.O. Owns 107 acres, being Lot 62, Con. 2 E.G.R. Born in Canada, 1844. Came to county, 1848.

McGirr, Samuel, farmer and general stock-raiser. Owns 100 acres, being Lot 61, Con. E.G.R. Born in Canada, 1856. His father has held the position of Reeve four years, Assessor 5 years, and Councilman eight years. P.O., Durham.

McMillan, J. A., farmer and general stock-raiser. Ponoma P.O. Owns Lot 38, Con. 3, 100 acres. Is a Councilman. Born in Scotland, 1848. Came to county, 1852.

Moffat, Robert, farmer, Durham P.O. Owns 200 acres, being Lots 39 and 40, Con. 2. Born in United States, 1853. Came to county, 1855.

Rutledge, C. W., farmer and general stock-raiser. Owns Lots 108 and 110, Range 1, 150 acres. Has been Township Collector. Born in Canada, 1849, and came to county, 1851. P.O., Markdale.

Rutledge, Edward, farmer and general stock-raiser. Owns 150 acres, being Lots 108 and 109 on Ranges 2 and 3. Born in Canada, 1841. Settled in county, 1851. P.O., Markdale.

Richardson, Mark, Markdale P.O., carriage and waggon manufacturer, also general work. Born in England, 1837. Settled in county, 1859.

Sullivan, James, farmer and general stock-raiser. Owns Lot 25, Con. 5, 200 acres. Has been in the Council. Born in Ireland, 1831. Settled in county, 1855. Priceville P.O.

Sullivan, Thos., farmer and general stock-raiser. Owns Lot 28, Con. 6, 122 acres. Born in Ireland, 1839. Settled in county, 1864. Priceville P.O.

Sproule, T. S., M.P., M.D., Markdale. Born in Canada, 1844. Settled in county, 1852. Owns 200 acres, being Lot 25, Con. 2. Returned to Parliament at last general election for East Grey. (See biographical sketch).

Smith, William, farmer and general stock-raiser. Owns Lot 63, Con. 2 E.G.R., 160 acres. Born in England, 1835. Settled in county, 1876. P.O., Durham.

Thibodo, John B., farmer, general stock-raiser and dealer. Owns 537 acres, and resides on Lot 110, Range 3. Born in Canada, 1823, and settled in county, 1854. P.O., Markdale.

Wilcockson, W. H., farmer. Owns Lot 23, Con. 1, 100 acres; value, \$8,000. Born in Canada, 1829. Settled in county, 1877. P.O., Durham.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

TOWN OF OWEN SOUND.

Armstrong, William, Clerk of the Peace for the Co. of Grey. Born at Newmarket, Ont., 11th Feb., 1820. Settled in the county, July, 1850.

Adair, H. P. & Co., carry on a large book and stationery establishment.

Beith, Elizabeth, was the first white woman to settle in Owen Sound; the date of that event being 1841.

Barclay, W. M., propr. livery stables.

Brown, John, blacksmith.

Cowper, George C. A native of Scotland. Is of a literary turn, and was for some years connected with the Owen Sound press.

Chisholm, John, merchant. Has held various public offices, including Mayor of the town. Sat at the Council Board for 14 successive years. Has been extensively engaged in the grain and produce trade, and is one of the leading business men of the place.

Corbett, Geo., Jr., land, loan and insurance agent. Canadian by birth. Settlement in Grey Co., 1854.

Creighton, D., is publisher of the *Times* newspaper. Has been very prominent in local affairs; was elected to fill the vacancy in the North Grey representation in the Legislature caused by the unseating of Mr. Scott in 1875. Re-elected to the Fourth Parliament in 1879. Is a Conservative in politics.

Coulson, Mrs., widow of the late Jos. Coulson, whose biographical sketch can be elsewhere seen.

Douglas, James, Deputy Registrar for the Co. of Grey. Has held this office for 25 years. Born in Scotland. Settled in county, 1843.

DeLaMater, Henry, head master of the High School at Owen Sound. Born in Welland Co., Ont., 1840. Formerly held the position of head master in High School, Fonthill.

Gale, John, County Clerk. Date of birth, August 24, 1845. Was the first white child born in Owen Sound.

Gordon, Thomas, Town Clerk, also discharges the duties of Public School Inspector. Born in Sutherlandshire, Scotland. Settled in Grey Co., 1843.

Granottier, F. X., parish priest, Owen Sound.

Greig, John A., head master of the Model School at Owen Sound.

Holmes, Walter, farmer. Is an Englishman by birth. Settled in Grey Co., 1861.

Harrison, John, lumber manufacturer and propr. of sash and door factory.

Inglis, George, Clerk of the County Court. Born 26th July, 1850, in the Township of Derby, three miles from Owen Sound.

Jarvis, O. C., livery propr. Born 1842, in Middlesex Co. Came to Grey Co., 1877.

Kough, Wm., hardware merchant, importer of European and American pig and bar iron and metals. Sec'y. and Treas. of Owen Sound Ship Building Co. Owns 240 acres of land. Born in Shrewsbury, England. Settled in county, 1860.

Kennedy, Wm. & Sons, proprs. of foundry and machine shop in Owen Sound.

Little, J. H., editor and propr. of Owen Sound *Advertiser*. Has been connected with same since 1863, at which time he was one of the original proprs. of the journal.

Little, F. B., commission agent. Native of County Monaghan, Ireland.

Lang, C. M., Doctor of Medicine. Born in Sydenham, 4th June, 1850.

McNab, A., provincial land surveyor. Resides in Owen Sound.

Moore, Charles Hy., Deputy Sheriff. Born in New York. Settled in Grey Co., 1862.

Miller, John, Jailor. Has held this situation since 1862. Is a native of New York.

Masson, James, barrister. Has held the appointments of Master and Deputy Registrar of the Court of Chancery. Is a Canadian; born in the Township of Seymour, Northumberland, Ont. Settled in county, 1871.

Murray, David. Born in Esquesing, 1842.

Maughan, Joseph. Has been for many years Sheriff of the County of Grey. Born in the north of England. Settled in county in March, 1854.

McLeod, R., propr. of planing factory at Owen Sound.

Price, George, official assignee; formerly merchant. Born at Kingston, 1833. Settled in Grey Co., 1850.

Nottor, Richard, ex-Mayor of Owen Sound.

Prittie, W. H., propr. of Queen's Hotel, Owen Sound. Is a native of Toronto. Settled in Grey Co., 1875.

Robinson, Templeton, school teacher. Born in Hamilton, 1850. P.O., Owen Sound.

Simpson, J. J. W., editor of the Owen Sound *Tribune* and manager of the Printing and Publishing Co. (Limited). Born at Atrora, Co. York, Ont., 1843.

Smith, Captain, Owen Sound.

Spies, Thomas, propr. of Coulson House, Owen Sound.

Scott, Rev. A. H., M.A., minister of Knox Church.

Stephens, J. C., Custom House officer. Born at Norval, 1847. Formerly surveyor of shipping.

TOWN OF MEAFORD.

Campbell, Arthur M., meat and poultry dealer. Born in State of Maine, 1852. Settled in Grey Co., 1872.

Caswell, G. S., manufacturer and dealer in boots and shoes. Born in Lanark Co., 1843. Came to this county with parents the following year. Has been Councillor of St. Vincent Township two years.

Chisholm, H., general merchant and grain dealer. Native of York Co. Born 1822; came to this county in 1867.

Fuller, Peter, manager Meaford branch of Molsons' Bank. Born in England, 1826. Came to Grey Co., 1852, and opened this branch bank in 1873.

Farran, Chas. A., machinist and manufacturer of steam plates and dies. A native of New Hampshire; born 1854. Came to this county in 1866.

Grant, J. C., Chief Constable of Meaford. Has been Inspector of Weights and Measures; Town, Township, and County Councillor. Born in Scotland, 1830. Settled in Grey Co., 1857.

Geddes, James, solicitor, &c. Scotch by birth; born 1809. First located in Grey Co., 1862.

Gibbons, Louis, proprietor livery stables. Born in St. Vincent Township, 1842.

Groom, John, gentleman of leisure. Native of Ireland. Born in 1813. Came to Grey Co., 1855.

Harvey, W. H., general storekeeper. Born in Glasgow, Scotland, 1845. Came to Grey Co. in 1878.

Hogg, James, proprietor marble works. Born in Peel Co., 1836. Came to St. Vincent Township twelve years later, and engaged in farming till 1869, when he took up his present line of trade.

Hill, Rev. Jaffrey, pastor Episcopal Church. Born in York Co., 1843. Settled in Grey Co., 1874.

Hickey, Patrick, grocer and liquor merchant. Born in Peel Co. in 1837. Located in this county, 1878.

Leroy, John B., general agent. Native of New York State; born 1832. Located in Grey Co. in 1860.

Layton, D. L., Postmaster. Was many years Reeve of St. Vincent Township. Nova Scotian by nativity; born 1818. Became a pioneer in this county in 1845.

Law, Henry T., general agent. Born in County of York, 1847. Came to present location, 1872.

Law, John, manufacturer of spring bed bottoms. Born in Ontario Co., and located here in 1875.

Milligan, William, propr. of Queen's Hotel. Of Irish nativity; born 1848. Came to this Co., 1868.

Manley, H., chemist and druggist. Born in England, 1846. Came with parents to this county, 1848.

Maclean, C. R., M.D., physician and surgeon. Owns 100 acres in east half Lot 2, Con. 5, of St. Vincent. Is surgeon to the 31st Grey Battalion. Born in Kingston, 1837. Located in Grey Co., 1864.

Purdy, J. A., gentleman of leisure.

Pollard, Lieut.-Col. W. D., commander 31st Battalion Grey Infantry, barrister, &c. Of English nativity; born 1827. Located in Grey Co., 1861.

Paul, Mrs. Salome, proprietrix Paul's Hotel. Native of Alsace, Germany (late France). Came to this county in 1853.

Raper, J. S., proprietor Royal Hotel. Born in York Co., 1832. Came to present location, 1874.

Sing, C. R., J.P., notary public and Custom House officer. Native of Ontario Co.; born 1825. Settled in this county in 1845. Is owner of Lots 13 and 14, Con. 3, St. Vincent, and several other lots in that township, besides land in Osprey and Collingwood. Has been Reeve of St. Vincent many years, and since the incorporation of Meaford, has been most prominently identified with the municipal affairs of the town.

Sheppard, Charles, general merchant. Is a native of Ireland; born 1833. Came to this county, 1866.

Sparling, James, builder, contractor, and proprietor of sash, door, and blind factory. Was born in Ireland in 1847, and the following year came to Grey Co. with parents.

Stovel, Joseph, merchant tailor. Born in London, England, 1834. Located in this county 20 years later.

Stephen, W. W., chemist and druggist. Has resided in Grey Co. since 1867.

Stewart, James, general merchant. Is owner of west part of Lot 18, Con. 7, St. Vincent. Was Reeve of that township during six years. Official as Reeve of Meaford one year, and as Mayor during a like period. He was born in Peterboro' Co. in 1825. Became a settler in Grey Co. in 1858.

Watson, A. H., manager of the Meaford *Monitor*. Is a native of Halton Co.; born 1854. Came to present location, and assumed present position in 1873.

Watt, Andrew, Bailiff, Third Division Court, Co. Grey, which office he has held since 1859. Came to this county in 1857. Born in Ireland, 1841.

Watt, Charles, proprietor foundry and agricultural implement factory. Of Irish nativity; born 1836. Came to Meaford, 1857. Has been a member of the Town Council continuously since the incorporation of that municipality.

Wilson, John S., barrister, &c. Native of Glasgow, Scotland; born 1844. Came to Meaford in 1868.

TOWN OF DURHAM.

Brown, James, merchant. Was born in Ireland in 1825. Settled here in 1847. Has held the position of Township Clerk of Glenelg about 25 years.

Cochrane, John, merchant. Of Ontario nativity. Settled in Grey County in 1858.

Caldwell, W., boot and shoemaker. Born in Ireland, 1836. Located here, 1876.

Davidson, Archibald, merchant. Has been Treasurer of the town since its incorporation. Was born here in 1846. (See biography.)

Easton, T. H., carriage maker. Has resided here since 1874. Born in this Province, 1841.

Erb, Solomon, merchant.

Gun, Artina, school teacher. Born in Scotland, 1853. Came to Grey County, 1862.

Gun, James, M.D., physician and surgeon.

Godfrey, Rev. R., pastor Canada Methodist Church.

Hogan, John, proprietor British Hotel. Settled here in 1878, having been born in Ontario in 1850.

Hunter, J. H., M.P.P., merchant. Has held the offices of Reeve and Deputy Reeve for Glenelg Township, and was returned to the Legislature of Ontario at general election of 1879, for the constituency of South Grey. Born in Renfrewshire, Scotland, in 1839, and came to Durham in early boyhood, and has since remained here. (See biography.)

Hughson, W. J., merchant.

Jamieson, David, M.D., physician and surgeon. Has resided here sixteen years. Born in this Province, 1856.

Johnston, William, Jr., dealer in agricultural implements. Was born in Scotland, 1840. Settled in Grey County, 1865.

Johnston, John A., publisher. Born in Ontario, 1846, and has resided in Grey County since 1858.

Kilhofer, John, organ builder. Settled here, 1873. A native of Germany; born 1825.

Kiernan, Thomas, M.D., physician and surgeon.

Lombough, W. R., P.L.S. Born in Canada, 1822. Settled in Grey County, 1856.

McAllister, W. E., proprietor International Hotel. Of Canadian nativity; born 1839. Resided in Grey County since 1878.

Mackenzie, A. C., general merchant. Is Secretary of the Georgian Bay and Wellington R. R. Company. Settled here in 1855, and has been a member of the Town Council.

Middaugh, H. J., proprietor International Hotel and stage lines. Agent of the express companies at this point. Located here, 1851. Has occupied a seat at the Town Council Board, and the Mayor's chair.

MacRae, F., real estate agent, &c. Owns 1,500 acres of land in Grey, Bruce, Wellington and Huron Counties. Has held the offices of Treasurer, Councillor, and Reeve at different periods. Born in Invernesshire, Scotland, and located in this county in 1853. Is present Warden of Grey. (See biography.)

Mowat, J. F., merchant.

Mackay, Hugh, auctioneer. Born in Scotland. Settled here, 1831.

Robson, A. A., livery keeper, &c., of Canadian nativity, born 1840. Came to Durham in 1861.

Shewell, J. S., cabinet and furniture manufacturer.

Townsend, J., editor and proprietor of Grey *Review*.

Warner, G. A., architect and builder. Of American birth. Settled here in 1865; born 1853.

VILLAGE OF SHELburne.

Belfry, Ira, chemist and druggist. Is of Canadian nativity, and settled in this county in 1873. Has occupied a seat in the Council.

Coleman, George, chemist and druggist. Came to this county in 1873. Is of Canadian birth.

Greenwood, T. & R. H., mill owners and operators. Have been in this county since 1877, and are Canadians born.

Jelly, William, M.P.P. Was born in Canada, 1835, and settled in Shelburne in 1862. Has been Reeve of the village since its incorporation, and at last general election was returned on the Conservative ticket to a seat in the Ontario Legislature for Dufferin. (See biographical sketch.)

Jennings, Thomas. Is of Irish nativity; born 1839. Settled in this county, 1862. Keeps a hotel.

Jeffrey, R. W., manufacturer. Has resided here since 1877. Born in this county in 1838.

Knapp, William A., conducts a livery business. Is a native Canadian; born 1838. Settled in this county, 1876.

Mortimer, R. L. Was born in Mulmur Township in 1852. Is now engaged in the profession of school teaching in Shelburne.

Norton, Thomas, M.D., physician and surgeon. Is a Coroner for the County of Grey. Born in Montreal, 1851. Settled in Grey County, 1865.

Rolsten, Henry J., M.D., physician and surgeon. Came to this county in 1877. Native Canadian; born 1849.

ARTEMESIA TOWNSHIP.

Akitt, M., propr. of saw-mill at Eugenia, where he resides. Is owner of 65 acres in the township, also some village lots. Born in England, 1825. Settled in county, 1861.

Beecroft, James, farmer. Owns 100 acres, being Lots 148, 149 and 150, Con. 3 E. Was born in England, 1832. Came to county in 1864. P. O., Flesherton.

Beattie, A. & F., farmers. They own 250 acres, being Lots 129, 130 and 131, Con. 1 W. and Lots 128 and 129, Con. 1 E. Settled in Grey County, 1855. Born in Canada. P. O., Flesherton.

Buchanan, William, farmer. Resides on Lot 21, Con. 10, of which he owns 162 acres. Came to the county in 1850 from Ireland, where he was born in 1824. P. O., Vandeleur.

Blyth, G. J., editor of the *Markdale Expositor*, was born in Toronto in 1846, but has conducted the journal named for some time past.

Brodie, James, farmer. Is owner of south part of Lot 21, Con. 11, 50 acres. Was born in Canada, 1838. Settled in the county in 1869. P. O., Vandeleur.

Boland, Thomas, farmer. Owns Lot 16, Con. 12, 100 acres. Came to the county in 1853. Born in Canada, 1844. P. O., Vandeleur.

Boland, John, farmer. He owns 183 acres of land and lives on Lot 15, Con. 12. Was born in Canada, 1852, and came to Grey County in 1853.

Bowler, William, jr., farmer and brick maker, on Lot 108, Con. 2 E., of which he owns 50 acres. Born in England. Settled in the county, 1849. P. O., Markdale.

Christoe, M. T., M.D. Resides in Flesherton. Owns 233 acres of land in the township. Has held the office of Township Reeve several years. Born in England, 1824. Settled in Grey County, 1867. Is one of the most influential men in the County of Grey in all municipal matters.

Campbell, J. & N., manufacturers of woollen goods at Flesherton. Born in Canada. Settled in Grey County, 1863.

Cunningham, Samuel, farmer. Owns 100 acres of land, being Lots 133 and 134, Con. 1 W. Born in Ireland, 1830. Settled in Grey County, 1870. P. O., Flesherton.

Campbell, Richard, retired farmer. Owns 50 acres of land, being Lot 160, Con. 1 E. Was at one time a school teacher, and has held the office of Township Clerk. Born in Londonderry, Ireland, 1805, and settled in Grey County, 1850. P. O., Flesherton.

Damude, Solomon, propr. of tannery in Flesherton, also manufactures flour barrels, staves and shingles. Born in Welland County, 1836; came to Grey County, 1870. Is secretary and treasurer of County Agricultural Society.

Doll, W. F., dealer in jewellery. Born at Stuttgart, Germany, 1859; settled in Grey County, 1877. P. O. and residence, Flesherton.

Dinwoody, George, owns and farms Lots 143 and 144, Con. 1 W., 100 acres. Was born in Ireland, 1844; settled in the County of Grey, 1849. P. O., Flesherton.

Down, Alfred, farmer. Owns Lots 78, 79 on Con. 3 N. D. R., and Lot 35, Con. 5, 200 acres. Born in England, 1821; settled in Grey County, 1868. P. O., Flesherton.

Elliott, A., farmer and Deputy Reeve. Owns Lot 11, Con. 14, 114 acres. Born in Canada, 1840; settled in Grey County, 1856. P. O., Markdale.

Elliott, Thos., and Elliott, Thos., jr., farmers. Own Lots 99, 100, 101 and 102, Con. 3 E. Settled in Grey County, 1856. P. O., Markdale.

Ford, John, farmer. Is a Canadian; born 1836. Settled in Grey County, 1866. Owns 100 acres of land, being Lots 117 and 118, Con. 2 E. P. O., Markdale.

Gilliland, T. B., farmer and surveyor. Owns 100 acres in Township of Artemesia; also Lot 18, Village of Eugenia, where he resides.

Henderson, J. W., Township Clerk, real estate agent, conveyancer, &c., Flesherton. Is a Canadian; born 1845. Settled in Grey County, 1855.

Heard, John H., manufacturer of waggons, carriages, &c., Flesherton. Owns 34 acres of land in Township of Artemesia. Born in England, 1829; settled in Grey County, 1859.

Hogg, W., general storekeeper and propr. of saw mill, Flesherton Station, also owns Lots 143, 144 and 145, Con. 3, and Lots 22 and 23, Con. 8; in all, 456 acres. Born at York Mills, Ont., 1828; settled in Grey County, 1878. P. O., Flesherton Station.

Hooper, H. & R., proprs. of sash and door manufactory and planing mills, Flesherton. Born in Canada; settled in Grey County, 1850.

Holman, Peter, farmer. Owns Lot 34, Con. 5, 100 acres. Is an Englishman; born 1835. Settled County of Grey, 1869. P. O., Flesherton.

Hill, William, farmer. Owns 150 acres of land, being Lots 125, 126, 127, Con. 3 E. Was born in England, 1833; came to Grey County, 1859. P. O. address, Markdale.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Holm, Carl, farmer. Is a German; born in Schleswig, 1830. Settled in Grey Co., 1856. Is owner of 200 acres of land, being Lots 3 and 4, Con. 9. P.O. address, Neustadt.

Hanna, James, farmer. Is a native of County Antrim, Ireland; born, 1840. Settled in Grey Co., June, 1867. P.O. address, Hampden.

Incksch, Ferdinand J., painter. Carries on business, and resides in the Village of Neustadt. Born in Prussia, 1st October, 1854. Came to Grey County in 1861.

Incksch, August, cabinetmaker and lumber manufacturer at Neustadt. Business is valued at \$3,000. Is a native of Prussia; born August 21st, 1853, and settled in Grey Co. in the spring of 1862.

Irving, John, hotelkeeper, postmaster, and telegraph agent at Orchardville. Owns and farms $\frac{1}{2}$ of Lot 14, Con. 1, 56 acres; value, \$7,000. Born at St. George, Dumfries, Ont., 1843. Settled in the County of Grey, 1868. P.O. address, Orchard.

Jant, Frederick, farmer. Was the first settler in the Township of Normanby. Date of settlement in the county, 1854. Is a native of Germany, having been born in Mecklenburg. Owns 160 acres of land, Lots 24 and 25, Con. 15. P.O. address, Neustadt.

Jenkins, Arthur H. V., Public School teacher. Resides in the Village of Aytoun. Born at Nottingham Park, England, 1st October, 1850. Came to the County of Grey, 1869.

Klein, John, publisher and editor of *The Canada National Zeitung*. Born in Alsace, 1825. Settled in Grey Co., 1867. P.O. address, Neustadt.

Koenig, John, farmer, Reeve of Normanby. Owns Lot 11, Con. 5, 150 acres; value, \$10,000. Is a German; born in Hesse Darmstadt, 24th Nov., 1835. Has filled the offices of Township Councillor and Deputy Reeve. P.O. address, Alsfeldt.

Knapp, Daniel, farmer, also breeder of excellent horses. Owns Lot 1, Con. 14, 100 acres; value, \$10,000. Born in Germany, October, 1820. Came to the County of Grey in the spring of 1854. P.O. address, Neustadt.

Kenna, Michael, farmer. Owns Lot 36, Con. 3, 100 acres, valued at \$7,500. Is a native of County Kildare, Ireland; born 10th June, 1832. Settled in Grey Co., 7th April, 1851. P.O. address, Aytoun.

McEdward, Alex. S., merchant, Postmaster and Issuer of Marriage Licenses; also discharges the duties of J.P. Filled the office of Reeve for 8 years. Born at Morristown, Wellington Co., 31st Oct., 1840. P.O. address, Neustadt.

Mooney, Thomas, farmer and Tp. Assessor. Owns 200 acres, being Lot 25, Cons. 7 and 8. Is an Irishman; born in Co. Kilkenny, 1824; settled in Grey Co., 1854. P.O. address, Nenagh.

Mullin, Denis, farmer. Owns Lot 27, Con. 7, 100 acres; value, \$4,000. Born in Co. Cork, Ireland, 1830; settled in Grey Co., 1855. P.O. address, Nenagh.

McPhee, Malcolm, farmer. Is a native of the Isle of Mull, Argyleshire, Scotland; born 29th April, 1830. Owns Lot 45, Con. 2, 88 acres; value, \$4,000. Has filled the offices of School Trustee, Tp. Collector, and now holds the appointment of J.P. P.O. address, Nenagh. Date of settlement in county, 26th Aug., 1849.

McPhee, Hector, farmer. Is a Scotchman; born in Argyleshire, June, 1843; settled in Grey, 1850. Owns 196 acres of land, being Lots 48 and 49, Con. 2. P.O., Nenagh.

McGillivray, Alexander, farmer. Is a Canadian, having been born at Beech Ridge, Prov. of Quebec, 17th March, 1836; settled in Grey Co., Sept., 1848. Owns 200 acres, Lot 52, Con. 2. Holds the office of School Trustee. P.O. address, Egremont.

McIvride, Andrew, farmer and shoemaker. Born in Perthshire, Scotland, 6th Sept., 1828; came to Grey Co., 1852. Owns Lot 20, Con. 3, 100 acres; value, \$7,000. Has held office as Assessor and School Trustee. P.O., Orchard.

Marshall, James, farmer. Owns Lots 16, 17, 18, Con. 2, embracing 360 acres; value, \$20,000. P.O. address, Orchard. Born Oct., 1823, in Dumbartonshire, Scotland; settled in Grey Co., Oct., 1853.

Maher, John, farmer. Owns 200 acres of land (value, \$10,000), being Lots 28 and 29, Con. 16. Is an Irishman; born in Co. Tipperary, Oct., 1847; settled in Grey Co., Nov., 1854. P.O. address, Varney.

McClarty, Wm., teacher. Is a Canadian; born 1st Nov., 1858, in the Township of Sydenham, County of Grey. P.O. address, Aytoun.

O'Farrell, Matthew, farmer, carpenter and horse farrier. Born in Kilkenny, Ireland, March, 1814; settled in Grey Co., 1855. Owns Lot 19, Con. 8, 101 acres; also owns 6 village lots in Aytoun; value, \$7,000. Has held the offices of Assessor and Collector, and is now J.P. P.O., Aytoun.

Plemp, John P., hotel-keeper at Neustadt. Born in Ontario, March 19th, 1856. Settled in the County of Grey, 1874.

Pfeffer, Valentine, farmer. Is a German; born in Hesse, Darmstadt, 16th March, 1829; settled in county, April, 1862. Owns Lot 20, Con. 10, 101 acres; value, \$8,000. P.O. address, Aytoun.

Peter, James, farmer. Owns west part Lots 23 and 24, Con. 2, 110 acres; value, \$10,000. Born 3rd July, 1820, in Aberdeenshire, Scotland; settled in Grey Co., 1845. P.O. address, Orchard.

Rogers, G. L., dentist. Resides and practises his profession in the Village of Neustadt. Came to the County of Grey in 1866.

Rolston, David S., photographer. Views taken of residences, &c. Business carried on in the Village of Neustadt, where he resides. Born in Simcoe Co., 1861.

Robertson, John, farmer. Is a Justice of the Peace. Born in Perthshire, Scotland, 15th June, 1821; settled in Grey Co., 13th Oct., 1856. Owns Lots 56, 57, 65, Con. 2; in all, 289 acres of land. Has been elected to a seat in the Tp. Council for 22 years, and during that period has held office as Reeve, Dep. Reeve and Councillor. P.O. address, Orchard.

Ryan, Edward, farmer. Owner of Lot 30, Con. 15, 100 acres; valued at \$7,500. Born in Co. Tipperary, Ireland, 14th June, 1825; settled in Grey Co., Nov., 1855. P.O., Varney.

Scott, J. W., teacher in the Village of Neustadt. Born in the Tp. of Carrick. P.O. address, Neustadt.

Schwalm, Isadore, cabinet-maker. Born at Berlin, Ont., 9th March, 1853; settled in Grey County, 1876. P.O. and residence, Neustadt.

Smith, William, farmer. Durham P.O. Owns 114 acres of land in Lot 3, Con. 2. Mr. Smith was born in Scotland in 1832, but has resided in Grey County since 1866.

Smith, Robert, merchant. Holds the appointment of Postmaster at Aytoun.

Schneider, Christian, farmer. Owns west part of Lot 9, Con. 11, 56 acres; value, \$2,500. Born at Waterloo, Ont., 1st Feb., 1852. Date of settlement in county, 1856. P.O. address, Neustadt.

Schultz, C., farmer, agent for agricultural implements of the very best description. P.O. address, Alsfeldt. Owns 118 acres of land, being Lots 12 and 13, Con. 7; valued at \$9,000. Is a Canadian; born in Ontario, 30th Sept., 1855; settled in county, 1856.

Stewart, George, farmer, blacksmith and linen weaver. Owns Lots 19, 20, 21, 28, Con. 2, containing 400 acres; value, \$30,000. Born at Dundee, Scotland, 26th March, 1823; came to Grey Co. in Oct., 1847. Has held office as School Trustee and Tp. Councillor. P.O. address, Orchard.

Vogt, George, hotel-keeper at Neustadt. Is a native of Germany; born in Saxe Weimar, 1854. P.O. address, Neustadt.

Vance, John, farmer. Born in Waterloo, Ont., 3rd Nov., 1847; settled in Grey Co., 1870. Land owned consists of Lots 17 and 18, Con. 4, 200 acres. P.O. address, Clifford.

Wiegand, George R., tailor. Carries on business and resides in the Village of Neustadt. Is a Canadian; born 29th Sept., 1856. Came to Grey Co., 1864.

Winkler, Wm., proprietor of flour and saw mill. Born in Canada, 19th Dec., 1853. Holds office as 2nd Deputy Reeve. P.O. address, Neustadt.

Walm, Charles, & Bros., manufacturers of reapers, mowers, threshing machines, and all kinds of agricultural implements. P.O. and residence, Neustadt.

Widmayer, Engelbert, farmer. Land owned consists of Lots 6 and 7, Con. 12, 190 acres; valued at \$12,000. Is a native of Germany; born in Wurtemberg, 7th March, 1833. Became a settler in Grey County, 1854. Held office as School Trustee. P.O. address, Neustadt.

OSPREY TOWNSHIP.

Gibson, Isabella C., teacher. Is a Canadian. Born 1852. Resides on Lot 78, Con. 2, South. P.O. address, Maple Valley.

Heron, William, proprietor of woollen mills at Maxwell, valued at \$4,000. Born in Canada, 1833. Settled in Grey Co., 1867. P.O. address, Maxwell.

Heron, Adoniram, farmer. Is a Canadian. Born 1856. Settled in Grey Co., 1860. Owns Lot 13, Con. 8, 70 acres; value, \$3,000. P.O., Maxwell.

Hartle, John, proprietor of hotel at Badjeros. Also owns Lots 49 and 50, Con. 2, South, 100 acres, worth \$2,000. Born in the State of New York, 1835. Settled in Grey Co., 1870. P.O., Badjeros.

Hamlin, William T. B., merchant. Owns $\frac{1}{2}$ acre of land, Lot 10, Con. 6. Born in Canada, 1854. Came to the County of Grey, 1875. P.O. and residence, Maxwell.

Inkster, John, farmer and ship-carpenter. Is a Scotchman. Born in the Orkney Islands in 1821, and settled in Grey Co., 1855. Owns 100 acres of land, Lot 8, Con. 3; value, \$3,000. P.O., Maxwell.

Long, Wesley, farmer and carpenter. Holds the position of Postmaster in the Village of Maxwell. Owns Lot 10, Con. 7, 98 acres, valued at \$2,500. Is a Canadian. Born 1834. Date of settlement in county, 1855.

Maxwell, Joseph, farmer. Born in Ireland, 1827. Settled in Grey Co., 1850. He was Postmaster for a number of years, and now holds the office of Township Assessor. Value of land owned, \$3,000, being Lot 10, Con. 6, 97 $\frac{1}{2}$ acres. P.O. address, Maxwell.

McQuarrie, H., general merchant and Postmaster at Badjeros. Born in Canada, 1851. Settled in Grey Co., 1859. Owns 200 acres of land, being comprised of Lots 56 and 57, Con. 1, and Lots 56 and 77, Con. 2; value, \$5,000.

Madill, David, farmer and dealer in agricultural implements. Owns Lots 5 and 6, Con. 6, containing 200 acres of land, valued at \$6,000. Born in Ireland, 1834, and came to Grey Co. in 1855.

McFarlane, D. C., general merchant, and Postmaster at McIntyre Corners. Is a Scotchman; born in 1839. Settled in Grey Co., 1851. P.O., McIntyre.

Sing, Josiah Rogers, farmer, land and loan agent, conveyancer, &c. Justice of the Peace. Is a Canadian; born 1831. Settled in Grey Co., 1848. Owns Lots 10 and 11, Con. A, valued at \$6,000. P.O., Singhampton.

Sproat, William, farmer. Is a native of Ireland; born 1831. Came to Grey Co. in 1858. Owns Lot 67, S.D.R., Con. 3, 160 acres, value \$5,000. P.O. address, Badjeros.

Webster & Baillie, proprietors of hotel at Singhampton. Natives of Ireland. Settled in Grey Co., 1878.

PROTON TOWNSHIP.

Abbott, John, farmer. He owns 400 acres, being Lots 28, 29, 31 and 35, Con. 14. Came to county, 1857. Was born in Canada, 1828. Is at present a member of the Township Council. P.O., Dundalk.

Davidson, D., dealer in general merchandise and commission merchant, in Dundalk Village. Came to county in 1874, from Scotland.

Edgerton, Samuel, farmer, residing on Lot 27, Con. 12. Is owner of 150 acres, Lots 27 and 28, Con. 12. Settled here in 1864. Came from Ireland; born there, 1838. P.O., Dundalk.

Fleming, Samuel, farmer, on Lot 27, Con. 16, 100 acres. Is Deputy Reeve of the township. Was born in Canada, 1837, and has lived in the county since 1847. P.O., Dundalk.

Grady, Professor, master of the science of speech. Was born in Nova Scotia, 1847. P.O. address, Toronto, Montreal, and Halifax.

Grey, Elias B., farmer. Owing 800 acres in Proton Township. Was born in the Town of Dundalk, Ireland, 1819. Settled in Grey Co., 1849. P.O., Dundalk.

Hunter, A. G., real estate, loan and general agent, Dundalk. Is also a commissioner in Q.B. Settled here, Nov., 1873, and born, 1842.

Hanbury, T. M., boot and shoe manufacturer, Dundalk. Was born in Canada, 1848. Came to Grey Co. in 1855.

Hopkinson, John, propr. of saw mill and owner of 50 acres, Lot 13, Con. 13. Born in Canada, 1842. Settled here in 1878. P.O., Hopeville.

Hall, W. W., general blacksmith in Hopeville. Settled in the county, 1856. Was born in 1845.

Lamon, James, attorney and counsellor at law, Dundalk. Of Canadian nativity; born 1838. Settled in Grey Co., 1875.

Ludlow, William, farmer. Owns 100 acres of Lots 202 and 203, Con. 1 W.T. and S.R. Came to Grey Co. in 1851. Was born in Simcoe Co., 1842. P.O., Inistioge.

McDowell, John, is owner of saw and grist mill; also a stove and shingle factory in Dundalk, and 150 acres of land, being Lots 229 and 230, Con. 1 W.T. and S.R., and Lot 237, Con. 4 W.T. and S.R. He was a member of the Township Council three years, and has been a J. P. 17 years. Born in Ireland, 1829. Settled in county, 1849. P.O., Dundalk.

McCullough, Samuel, propr. of the Anglo American Hotel at Dundalk. Came to county in 1862, from Ireland. Born 1833.

McArdle, Joseph, farmer, and Postmaster at Hopeville. Is also a loan and insurance agent. He owns 200 acres, being Lots 12 and 13, Con. 12. Was born in Ireland, 1831, and settled here, 1864.

McQuay, T. N., farmer and propr. Clipperton saw mill. Is owner of 103 acres, being Lots 201 and 202, Con. 3. Settled in the county, 1852. Born in Ireland, 1839. P.O., Inistioge.

McArthur, D. K., general merchant in Hopeville. Was born in Scotland, 1848, and came to the county in 1852.

McWilliam, James, M.D., physician and surgeon. Dundalk P.O. Born in Canada, 1853. Settled here in 1876.

Morrow, John W., boot and shoe manufacturer, Dundalk. Is also an auctioneer. Settled in county, 1855. Came from Troy, U.S., where he was born, 1840.

Rutherford, George, real estate and general agent, conveyancer and commissioner in B.R., &c., Dundalk. Came to county in 1852. Born in Ireland.

Roseborough, James, farmer. He owns 200 acres, being Lots 212, 213, 214 and 215, Con. 2 W.T. and S.R. Is President of the Union Agricultural Association and Secretary Grange, No. 580. Was born in Ireland, 1831, and came to the county, 1851. P.O., Dundalk.

Scott, Robert, farmer. Owns 500 acres in the township. The Lots are 20, 21, 23 and 24, Con. 13, and Lot 23, Con. 11. He settled in the county in 1864, and was born in Scotland, 1821. P.O., Hopeville.

Traynor, Isaac, surveyor, Dundalk. Has lived in the county since year of his birth, 1846.

Wakely, Samuel, farmer. Owner of 165 acres, Lots 200 and 201, Con. 1, and parts of Lots 198, 199, and 200, Con. 2. Was born in Canada, 1847, and settled here in 1871. P.O., Inistioge.

ST. VINCENT TOWNSHIP.

Almond, Job, farmer and owner of Lot 9, Con. 3, 100 acres, value, \$5,000. Was born in Leicestershire, England, 1836, and came to Grey Co., 1864. P.O., Meaford.

Andrus, Hiram, farmer. Owns 112 $\frac{1}{2}$ acres, being Lot 1, Con. 1; value, \$6,000. Born in Canada, 1829, and settled here, 1848. P.O., Clarksburg.

Arthur, G. H., farmer. Owns 100 acres, being Lot 20, Con. 10, valued at \$6,000. Was born in Canada, 1838, settling here in 1859. P.O., Bayview.

Arthur, W. Y., farmer. Owner of Lot 20, Con. 10, 100 acres, value, \$5,000. Was born in Canada, 1839, and came here in 1859. P.O., Bayview.

Arthur, John, Senr., farmer and J.P. Owns Lots 20 and 21, Con. 9, 200 acres, value, \$10,000. Born in Co. Tyrone, Ireland, 1803, and settled in Grey Co., 1859. P.O., Meaford.

Arthur, M., farmer. Owner of 100 acres, being Lot 20, Con. 9, valued at \$8,000. Was appointed a J.P. Born in Co. Tyrone, Ireland, 1805, and settled here in 1879. P.O., Meaford.

Atkins, John, farmer and owner of Lots 19 and 28, Con. 10, and Lot 27, Con. 11, 181 acres, value, \$3,000. Born in county, 1841, and resided here since. P.O., Bayview.

Anning, Samuel, farmer and saw mill owner. Is proprietor of Lot 11, Con. 9, 100 acres, the value of which is \$5,000. Was born in Devonshire, England, 1826. Settled here in 1870. P.O., Meaford.

Bowes, James, Junr., farmer. Owns 150 acres, being Lot 3, Con. 11, and Lot 2, Con. 12, valued at \$8,000. Is a member of the Township Council and a director of the Sydenham Mutual Fire Insurance Company. Came from Ireland, where he was born in 1838. Settled in county, 1848. P.O., Strathnairn.

Bell, Robert, farmer. Owns Lot 7, Con. 3, 100 acres, value, \$6,000. Was born in Canada, 1839, and settled here in 1847. P.O., Meaford.

Bell Brothers, farmers. They own 300 acres, being Lot 6, Con. 4, and Lot 12, Con. 8, valued at \$12,500. Born in Canada. P.O., Griersville.

Bowerman, S. J., farmer on Lot 15, Con. 10, of 100 acres, which he owns and values at \$6,000. Was one of the first settlers in the Township, and has held the offices of Assessor and Collector for the township. Born in Canada, 1806. Settled here in 1838. P.O., Meaford.

Bell, George, farmer. Owner of 100 acres, Lot 13, Con. 11, valued at \$6,000. Born in Berwick, Scotland, 1811, and settled here in 1859. P.O., Meaford.

Brooke, Thomas, farmer and owner of 200 acres, Lot 17, Con. 9, value, \$8,000. Came to county in 1872. Born in England, 1847. P.O., Meaford.

Bole, Francis, farmer. Owns 350 acres in township, being Lots 7 and 9, Con. 9, and Lot 9, Con. 10, valued at \$12,000. Born in Co. Down, Ireland, 1819. Came here in 1836, and was one of the first settlers in the township. P.O., Meaford.

Batty, Robert, farmer. Owns north half of Lot 8, Con. 9, 100 acres, value, \$4,000. Born in Canada, 1843, and settled in county, 1848. P.O., Meaford.

Batty, James R., farmer. Owns south half of Lot 8, Con. 9, 100 acres, valued at \$4,000. Has lived in county since 1850. P.O., Meaford.

Brown, E. B., farmer. Owns 50 acres, being south half of Lot 30, Con. 6; value, \$2,500. Came to county, 1873, from the United States, where he was born in 1854. P.O., Meaford.

Boyes, John A., farmer. Owns 20 acres, being west part of Lot 18, Con. 7, valued at \$1,500. Born in England, 1850, and settled here in 1862. P.O., Meaford.

Brown, G. S., farmer. Resides on Lot 30, Con. 7. P.O., Meaford.

Clark, Ebenezer, farmer. Owns 200 acres, Lot 10, Con. 5; value, \$10,000. Is in the Township Council, and a director of the Sydenham Mutual Fire Insurance Company. Settled here in 1843. Was born in Roxburghshire, Scotland, 1811. P.O., Meaford.

Carnahan, William, farmer and J.P. Owns 122 acres, Lot 13, Con. 4; value, \$8,000. Was a member of the Township Council for some time. Born in Co. Cavan, Ireland, 1815. Settled here in 1848. P.O., Meaford.

Corley, James, farmer and J.P. Owns 119 $\frac{1}{2}$ acres, Lot 11, Con. 4; value, \$8,000. Came here in 1836, and was one of the first settlers in township. Born in Dublin, Ireland, 1822. P.O., Meaford.

Charters, James, farmer. Owns Lots 8 and 11, Con. 4, 150 acres, valued at \$8,000. Born in Co. Cavan, Ireland, 1838. Settled in county, 1846. P.O., Meaford.

Carnahan, John, farmer. Owns 75 acres, Lot 13, Con. 4; value, \$5,000. Settled in county, 1849, and born in Canada, 1839. P.O., Meaford.

Carnahan, Archibald, farmer. Owns part of Lot 10, Con. 4, 50 acres; value, \$2,000. Was born in Co. Cavan, Ireland, 1812, and settled in Grey Co., 1840. P.O., Meaford.

Culbertson, A. & E., farmers, owning 200 acres, Lot 7, Con. 5, valued at \$10,000. They settled here in 1859. Alex., born in Scotland, 1829. Edward, in Canada, 1835. P.O., Meaford.

Cooper, William, farmer, Postmaster, and general store-keeper, Cape Rich. Owns 40 acres of land, being north-east part of Lot 34, Con. 7, valued at \$1,500. Born in Leicestershire, England, 1835. Settled here in 1862.

Cox, Richard, farmer on Lot 31, Con. 7, 50 acres; value \$2,500. Settled here in 1838, and is one of the first settlers in the township. Was born in Somersetshire, England, 1811. P.O., Cape Rich.

Cox, John, farmer, owns south half of Lot 33, Con. 7, 100 acres; value \$2,500. Was born in county, 1844, and has resided here since. P.O., Meaford.

Carson, Robert J., farmer. Owns 120 acres of Lot 37, Con. 8, valued at \$3,000. Was born in county, 1844, and lived here since. P.O., Cape Rich.

Carson, James, farmer. Owns 120 acres of Lot 37, Con. 8, valued at \$6,000. Came to township in 1837, from Ireland, where he was born in 1815. P.O., Cape Rich.

Clark, William, farmer. Owner of 100 acres, being E. $\frac{1}{2}$ Lot 9, Con. 6; value, \$3,000. Born in county, 1844, and lived here since then. P.O., Meaford.

Deegan, John, farmer, and one of the first settlers in the township. Settled here in 1836. Owns 100 acres, Lot 10, Con. 4; value, \$6,000. Born in Dublin, Ireland, 1824. P.O., Meaford.

Douglass, John, farmer, on Lot 2, Con. 9, of 200 acres value, \$6,000. Was born in Canada, 1820, and settled here in 1839. P.O., Blantyre.

Denton, Matthew, farmer, on S. $\frac{1}{2}$ Lot 27, Con. 9, 92 acres, valued at \$3,000. Born in Yorkshire, England, 1839. Came here in 1873. P.O., Meaford.

Doran, Archibald, farmer. Owns 73 acres of Lot 38, Con. 7; value, \$3,000. Has lived here since 1837. Was born in Canada, 1834. P.O., Cape Rich.

Duxbury, John, farmer. Owns 83 acres of Lot 23, Con. 7; value, \$3,000. Was born in Lancashire, England, in 1801, and settled here in 1849. P.O., Meaford.

Emau, James H., farmer. P.O., Meaford. Owns 70 acres of Lot 19, Con. 7; value, \$5,000. Settled in county, 1840. Born in Canada, 1833.

Ellis, Charles, farmer and nursery agent. Owns 58 acres, being S. part of Lot 21, Con. 6; value, \$3,000. Born in Kent Co., England, 1838, and came here in 1851. P.O., Meaford.

Finch, Samuel, farmer, on Lot 5, Con. 1. Owns 25 acres; value, \$1,500. Came here in 1856 from Newfoundland, where he was born in 1823. P.O., Clarksburg.

Free, Henry, farmer. Owns Lot 1, Con. 9, 100 acres, valued at \$4,000. Settled here in 1842. Was born in Canada, 1817. P.O., Blantyre.

Frizzell, William, retired farmer. Resides and owns 1 $\frac{1}{2}$ acres in Meaford; value, \$2,000; and 100 acres Lot 8, Con. 2, in Sydenham Township; value, \$5,000. Settled in county, 1851. Born in Ireland, 1833.

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

Guy, Robert, farmer. Owner of Lot 5, Con. 5, 200 acres; value, \$10,000. Born in Co. Tyrone, Ireland, 1821, and settled here in 1873. P. O., Griersville.

Gifford, A., farmer. Owns 150 acres, Lot 12, Con. 7, valued at \$8,000. Is a J.P., and held the position of Township Deputy Reeve. Born in Canada, 1839. Settled here in 1862. P. O., Meaford.

Hartman, Walter, farmer. Owner of 150 acres, Lot 7, Con. 1; value, \$6,000. Came to county, 1869. Born in Canada, 1844. P. O., Clarksburg.

Hunter, John, farmer. Owns 100 acres, Lot 5, Con. 4; value, \$4,000. Born in county, 1840, and resided here since. P. O., Griersville.

Hurlburt, Philip, farmer. P. O. address, Thornbury. Owns Lot 3, Con. 1. Native of Grenville Co.; born 1835. Came to Grey Co. with parents in 1845.

Haines, Edmund, hotel proprietor, Postmaster, and general dealer in stock. P. O., Bayview. Owns 12 acres of Lot 18, Con. 10; value, \$3,500. Was born in Berkshire, England, 1843. Settled here in 1873.

Hutchison, William, farmer. Owns N. 1/2 Lot 32, Con. 1; 100 acres, valued at \$2,000. Born in Canada, 1832. Settled here in 1875. P. O., Meaford.

Johnson, James, farmer. Owns 200 acres, being Lot 4, Con. 4; value, \$10,000. Was born in Belfast, Ireland, 1821. Settled here, 1846. P. O., Griersville.

Johnson, John, farmer. Owns N. 1/2 Lot 34, Con. 8, 100 acres; value, \$4,000. Was born in Yorkshire, England, 1821. Came here in 1855. P. O., Cape Rich.

Jestern, William, farmer and builder. He owns 40 acres in Lots 29 and 21, Con. 7. Born in Canada, 1832. Came to county in 1872. P. O., Meaford.

Latornell, Robert, farmer, on Lot 9, Con. 2. Owns 160 acres; value, \$9,000. Born in Co. Fermanagh, Ireland, 1822. Settled in Grey Co., 1856. P. O., Meaford.

Leavens, W. R., farmer. Owns 100 acres, being Lot 18, Con. 9, valued at \$7,000. For some time held the positions of Township Assessor and Collector. Born in Canada, 1826. Settled here, 1847. P. O., Meaford.

Leavens, R. B., farmer. Owns 100 acres, Lot 18, Con. 9; value, \$8,000. Born in Canada, 1820. Came here in 1840. P. O., Meaford.

Long, James, farmer. Owns Lot 16, Con. 9, 200 acres, worth \$10,000. Born in Co. Limerick, Ireland, 1822. Settled here in 1840. P. O., Meaford.

Laycock, Alexander, farmer. Owns 1/2 Lot 15, Con. 8; and part of Lot 20, Con. 6, 130 acres, worth \$8,000. Born in Canada, 1842, and has lived in county since 1843. P. O., Meaford.

Laycock, William, farms Lot 22, Con. 9, of 200 acres, valued at \$9,000. Settled here in 1843. Born in county, 1839. P. O., Meaford.

Leader, Johnson, farmer. Owns 1/2 of Lot 23, Con. 8, 150 acres; value, \$5,000. Was born in England, 1833, and came here in 1863. P. O., Meaford.

Laycock, James, farmer. Owns W. 1/2 Lots 12 and 13, Con. 6, 200 acres, worth \$9,000. Born in Canada, 1822. Came here in 1843. P. O., Meaford.

Loucks, Jacob, farmer. Owns 150 acres, being W. 1/2 Lot 7, Con. 6; and N. W. 1/4 Lot 6, Con. 6, valued at \$9,000. Born in Canada, 1808. Settled here in 1871. P. O., Meaford.

Montgomery, J. D., farmer. Owner of 100 acres, Lot 9, Con. 3; value, \$6,000. Born in Canada, 1836. Settled here in 1857. P. O., Meaford.

Mitchell, Robert, farmer. Owns 146 acres of Lot 3, Con. 5, worth \$10,000. Came here in 1835, and one of the first settlers in the township. Born in Roxburghshire, Scotland, 1809. P. O., Griersville.

Myles, John Wesley, hotel proprietor, Griersville. Owns 1 1/2 acres, Lot 3, Con. 4; value, \$1,500. Has lived in county since 1853.

Marshall, James, carriage and wagon maker; also, Postmaster of Griersville. Owns 2 1/2 acres of land, &c.; value, \$2,500. Was born in Canada in 1840, and settled here in 1863.

Murray, Robert, farmer. Owns south 1/2 Lot 2, Con. 8, 100 acres, worth \$4,500. Born in Roxburghshire, Scotland, 1837; settled here in 1857. P. O., Blantyre.

Mackie, James. Farms south 1/2 Lot 1, Con. 8, 100 acres; value, \$4,000. Born in Lanarkshire, Scotland, 1824; came here in 1867. P. O., Blantyre.

MacLaren, James, farmer. Owns 50 acres of Lot 36, Con. 7; valued at \$2,100. Born in Canada, 1832; settled here in 1855. P. O., Cape Rich.

Mackie, Thomas, farmer. Owns 215 acres, being part of Lot 16, Con. 7, Lot 16, Con. 6, Lot 2, Con. 10; valued at \$12,000. Born in Canada, 1829; came here in 1836. P. O., Meaford.

McIntosh, Thomas, farmer and J.P. Owner of Lot 13, Con. 8, 200 acres; value, \$10,000. Born in Perthshire, Scotland, 1838; came here in 1849. P. O., Meaford.

McIntosh, William, farmer, on Lot 2, Con. 8. Owns 85 acres, worth \$3,000. Born in Perthshire, Scotland, 1835; settled here in 1849. P. O., Blantyre.

McNaughton, Donald, farmer, on north 1/2 Lot 1, Con. 8, 100 acres; value, \$5,000. A native of Perthshire, Scotland; born 1841, and has lived here since 1848. P. O., Blantyre.

McLaren, Duncan, farmer and builder. Owns 100 acres of Lot 31, Con. 6; value, \$3,500. Born in Scotland, 1815; came here in 1838, and was one of the first settlers in the township. P. O., Cape Rich.

Noble, Robert, farmer. Owns 200 acres, being Lots 5 and 6, Con. 3, worth \$10,000. Was born in Co. Fermanagh, Ireland, 1820, and settled here in 1846. P. O., Meaford.

Postill, William, farmer, on Lot 10, Con. 2, 100 acres; valued at \$5,000. Born in Yorkshire, England, 1834; settled here in 1861. P. O., Meaford.

Porter, William, farmer. Owner of 90 acres, Lot 16, Con. 10, worth \$6,000. Born in Wiltshire, England, 1822; settled in Grey County, 1842. P. O., Meaford.

Palmer, Henry, farmer. Owns 150 acres, Lots 8 and 9, Con. 11; value, \$4,000. Born in Lancashire, England, 1840; settled here in 1862. P. O., Strathnairn.

Read, Nicholas, farmer. Owns 400 acres, Lot 24, Con. 11, and Lot 26, Con. 12, worth \$5,000. Is Dep. Reeve of the township and a J.P. Born in Co. Wicklow, Ireland, 1827; came here in 1863. P. O., Bayview.

Richmond, S. C., farmer, on Lot 12, Con. 3, 105 acres; value, \$5,000. Was born in Canada, 1829; settled here in 1849. P. O., Meaford.

Robertson, James, farmer. Owns Lot 6, Con. 9, 260 acres; valued at \$11,000. Came here in 1837, being one of the first settlers in the township. Born in Canada, 1827. P. O., Meaford.

Robertson, Duncan, farmer and J.P. Owns 300 acres, being Lots 3 and 4, Con. 9; value, \$14,000. Settled in County, 1836, being one of the first settlers. Was born in Glasgow, Scotland, 1816. P. O., Meaford.

Sing, C. R., Clerk of Customs, J.P., and Township Reeve, residing on Lot 13, Con. 4. He owns 600 acres in the township, being Lots 13 and 14, Con. 3; Lots 13 and 15, Con. 4; Lots 14 and 15, Con. 6. Born in Canada, 1823; settled here in 1845. P. O., Meaford.

Street, Richard F., farmer. Owns 219 acres, Lot 24, Con. 10; valued at \$7,000. Is a member of the Township Council. Born at Taunton, England, 1839, and came here in 1874. P. O., Bayview.

Shields, William, farmer, on Lot 5, Con. 3. Owner of 100 acres, worth \$5,000. Born in county, 1849, and has resided here since. P. O., Meaford.

Smith, Joseph, farmer. Owns 85 acres of Lot 1, Con. 3, worth \$2,500. Was born in Canada, 1853, and has lived here since 1854. P. O., Griersville.

Seaman, D. L., farmer. Owner of 100 acres, Lot 17, Con. 11; value, \$5,500. Born in Canada, 1855, and has lived here since. P. O., Bayview.

Saunders, Samuel, farmer and J.P. Owns 110 acres, Lot 16, Con. 10, worth \$8,000. Born in Canada, 1815; settled here, 1842. P. O., Meaford.

Shaw, William, farmer. Owns 35 acres, being parts of Lots 16, Cons. 7 and 8; valued at \$3,000. Was born in Yorkshire, England, in 1832, and settled here, 1847. P. O., Meaford.

Storey, William, farmer, on Lot 5, Con. 9, 100 acres, worth \$6,000. Has lived in county since 1844, the year of his birth. His father was one of the first settlers in the township. P. O., Meaford.

Storey, Walter, farmer. Owns 99 acres of Lot 2, Con. 9, worth \$3,000. Born in Roxburghshire, Scotland, 1806, and was one of the first settlers here in 1837. P. O., Blantyre.

Speer, S. D., farmer. Owns North 1/2 Lot 32, Con. 9, 100 acres, worth \$5,000. Born in Dublin, Ireland, 1819, and settled here in 1845. P. O., Meaford.

Tucker, William I., farmer. Owns 100 acres, Lot 6, Con. 3, valued at \$6,000. Was born in Somersetshire, England, 1832, settling here in 1856. P. O., Meaford.

Taylor, R. R., farmer, on Lot 17, Con. 10. Owns 100 acres, worth \$5,500. Born in Canada, 1832, settling here in 1846. Is well known as a local minister throughout the county. P. O., Bayview.

Tomlinson, George, farmer and stock dealer, residing on Lot 6, Con. 8. He owns 300 acres, being Lots 5 and 6, Con. 8, and Lot 9, Con. 10; worth \$12,000. Born in Yorkshire, England, 1828. Came here in 1855. P. O., Meaford.

Vanderburg, T. W., farmer, on Lot 20, Con. 8, 200 acres, worth \$10,000. Born in Canada, 1840; settled in county, 1860. P. O., Meaford.

Whitelaw, William, Junr., farmer. Owning 200 acres, Lot 9, Con. 4, valued at \$8,000. Has lived here since 1848, the date of his birth.

Wood, William, farmer. Owns 73 acres of Lot 26, Con. 6, worth \$3,000. Born in England, 1826; settled here in 1863. P. O., Meaford.

Watson, William, farmer. Owns 300 acres, Lot 37, Cons. 9 and 10; value, \$15,000. He holds the position of Colonel in the Militia, and is also a J.P. Came from Co. Carlow, Ireland, where he was born in 1815; settled in county, 1837. P. O., Cape Rich.

Wright, John, farmer, on West 1/2 Lot 36, Con. 10, 100 acres, worth \$3,000. Born in Co. Monaghan, Ireland, in 1824; settled here in 1868. P. O., Cape Rich.

West, John, farmer. Owns 40 acres of Lot 25, Con. 7, worth \$2,000. Born in Kent County, England, in 1808; came here in 1848. P. O., Meaford.

Ward, William, farmer. Owns 139 acres, Lot 8, Con. 6, valued at \$6,000. Was born in Canada in 1838; settled here, 1847. P. O., Meaford.

White, John, farmer. Owning 300 acres, worth \$10,000; Lots 4 and 5, Con. 10. Was born in Co. Armagh, Ireland, 1823; came here in 1852. P. O., Strathnairn.

York, Thomas, shoemaker, living on Lot 29, Con. 6. He owns 2 acres of Lots 29 and 30, Con. 6, worth \$1,000. Born in England, 1813; settled here, 1856. P. O., Meaford.

SARAWAK TOWNSHIP.

Airston, William Glen, farmer. Is a Scotchman; born 1810. Settled in Grey County, 1841. Owns half of Lot 13, Con. 3, 37 1/2 acres. P. O. address, Owen Sound.

Chambers, Timothy, farmer. Owns Lot 33, Con. 3, 82 1/2 acres. Is an Englishman; born 1811. Settled in Grey County, 1862. P. O. address, Presque Isle.

Julyan, C. Jr., farmer. Holds the office of Tp. Clerk. Owns 79 acres, being Lot 37, Con. 3. Is a Canadian by birth, and settled in the county, 1863. P. O. address, Presque Isle.

Johnston, William, farmer. P. O. address, Owen Sound. Owns Lot 12, Con. 3, 78 1/2 acres. Is an Irishman; born 1827. Settled in county, 1869.

Johnson, David, farmer, and propr. of saw mill. Farm and mill property is comprised of Lot 16, Con. 3, 112 acres. Held the office of Councillor in the Tp. of Derby for a period of four years, and also acted as Reeve for that township for two years. Is a Canadian; born 1840. Settled in county, 1865. P. O., Owen Sound.

McNaught, Robert, farmer. Sat for five years in the Tp. Council, and now holds the office of Reeve. Owns Lot 27, Con. 2, 122 1/2 acres. Born in Scotland. Settled in Grey Co., 1857.

Mackenzie, John, general agent, shipper, and telegraph agent; also discharges the duties of Postmaster and Lighthouse Keeper at Presque Isle. Owns Lot 41, Con. 3, and Lot 40, Con. 22, Tps. of Sarawak and Keppel. Was the first Reeve of the Tp. of Sarawak. Is a Canadian; born 1837. Settled in Grey Co., 1861.

McNaught, Peter C., farmer. Is a Scotchman; born 1847. Settled in Grey Co., 1857. Owns Lot 26, Con. 3, 96 acres. P. O. address, Owen Sound.

McKenzie, Donald, blacksmith. P. O. and residence, Presque Isle. Owns four village lots, valued at \$600. Is a native of Canada; born 1836. Date of settlement in county, 1870.

McNaught, James, farmer. Born in Scotland, 1837. Settled in Grey Co., 1857. Owns 80 acres of land, being Lot 25, Con. 3. P. O. address, Owen Sound.

Saunders, William, farmer. Born in Scotland, 1828. Came to Grey Co., 1856. Held office as Tp. Councillor for four years. Owns 99 acres of land, Lot 20, Con. 1. P. O. address, Owen Sound.

Sutton, William, farmer. Is an Englishman; born 1811. Settled in Grey County, 1843. Owns 172 acres, being Lots 32 and 33, Con. 3. Has held office as Councillor. P. O., Presque Isle.

Walker, Robert, farmer. P. O., Brookholm. Owns 100 acres, being Lot 11, Con. 2. Is a Tp. Councillor. Born in Canada, 1830. Settled in Grey Co., 1854.

SULLIVAN TOWNSHIP.

Aitchison, John, farmer. He owns Lot 21, Con. 5, 200 acres, valued at \$5,000. Was a Councillor for some time. Born in Scotland, 1805. Settled in county, 1855. P. O., Sullivan.

Brown, James, carpenter and joiner, Desboro Village. Came to county in 1856. Was born in Ireland, 1846. He owns several village lots, valued at \$1,000.

Beattie, James, farmer, residing on Lot 5, Con. 5. He owns 151 acres, worth \$8,000. For 14 years he was Reeve of the township, and at present holds the Treasurership. Was born in Scotland, 1830. Settled in county, 1855. P. O., Chatsworth.

Brown, Alexander, farmer. Owner of 50 acres, valued at \$2,000. His farm is North-West 1/4 of Lot 22, Con. 11. Born in the township, 1858. P. O., Peabody.

Clark, W. W., hotelkeeper, Chatsworth. Settled here in 1879. Born in Huntingdon, 1853.

Cope, Richard, farmer. Owns E. 1/2 Lot 18, Con. 12, worth \$4,000. Born at Toronto, 1849. Settled in County, 1872. Peabody P. O.

Crawford, William, farmer, on Lot 13, Con. 1. Was born in Ireland, 1819, and came to Grey County in 1866. P. O., Chatsworth.

Dowd, Jarvis, farmer. Owns half of Lot 1, Con. 6, 100 acres, valued at \$2,500. Came from Ireland, and settled in Grey County, 1855. Born, 1832. P. O., Chatsworth.

Eitner, Frederick, blacksmith. Desboro P. O. He owns 1 1/2 acres of Lot 12, Con. 7, value, \$1,000. Was born in Prussia, 1856, and came to the county in 1866.

Fryer, George. P. O. address, 125 Yonge Street, Toronto. Is a commercial traveller. Was born in England, 1832.

Forrest, Robert, farmer. He owns 200 acres, being Lot 7, Con. 13, value, \$5,000. Settled here in 1860. Born in Halton Co., 1839. P. O., Invermay.

Follis, John, farmer, on East 1/2 Lot 16, Con. 13. He owns 100 acres, worth \$5,000. Settled in county in 1849, and for some time was a Deputy Reeve. Born in Gwillimbury Township, 1832. P. O., Chesley.

Heslop, John, farmer and Postmaster, Marmion P. O. He owns 100 acres of Lot 12, Con. 16, valued at \$2,500. Is a member of the Council. Born in England, 1850. Settled here in 1868.

Hanbery, Elisha, hotel proprietor in Williamsford Village. He owns 7 acres of Lot 3, Con. 1, worth \$2,000. Came from Ireland, settling in the county in 1858. Born in 1844. P. O., Sullivan.

Hamilton, Charles, blacksmith in Williamsford Village. Was born in Canada, 1852, and came to county in same year. P. O., Sullivan.

Hunter, Alexander, farmer on Lot 23, Con. 11. He owns 260 acres, valued at \$6,000. Was born in Peel Co., 1836, and came to Grey County in 1877. Has been a member of the Council. P. O., Scone.

Henry, Andrew, farmer. Owner of 200 acres of Lots J. and K., Con. 4, worth \$6,000. Came to Grey County from Ireland, in 1854. Born 1814. Has been a Councillor. P. O., Chatsworth.

Kerr, Robert, farmer on Lot 1, Con. 12. He owns 100 acres, valued at \$3,000. Came to Grey County from Ireland in 1869. Born, 1808. Was for some time in the Council. Keady P. O.

McDonald, Archibald, farmer. He owns 100 acres of Lot 13, Con. 6; worth \$4,000. Was born in Scotland, 1837. Came to Grey Co., 1852. P. O., Chatsworth.

McElheron, John, farmer, residing on Lot A., Con. 3. He owns 100 acres, valued at \$3,000. Was born in Ireland, and settled in Grey Co., 1845. Is one of the School Trustees. P. O., Chatsworth.

McInnis, Thomas, farmer. Owns the north half of Lot 4, Con. 12, 100 acres; worth \$2,000. Was born in Derby Township in 1844, and has lived in Grey since. Is a School Trustee. P. O., Keady.

Milburn, C. A., carriage maker in Desboro Village. Was born in Peterborough, 1843, and settled here in 1855. P. O., Desboro.

Mitchell, Thomas S., farmer on Lot 8, Con. 2. He owns 65 acres, worth \$4,000. Was born in St. Vincent Tp., Grey Co., 1845. P. O., Chatsworth.

Mitchell, Thomas, retired farmer, living in Chatsworth Village. Is a Justice of the Peace. Born in Scotland, 1806. Settled in Grey Co., 1846.

Mitchell, James, farmer. He owns 90 acres of Lot 3, Con. 3, worth \$5,000. Was born in Scotland, 1825. Came to county in 1856. P. O., Chatsworth.

Mitchell, John, farmer, living on Lot 2, Con. 3. Is owner of 100 acres; value, \$4,000. Came to Grey Co., 1851. Born in Scotland, 1832. P. O., Chatsworth.

McGill, Andrew, ironfounder in Chatsworth Village. He owns 27 acres of Lot 4, Con. 1, worth \$3,000. Was born in Ireland, 1833. Settled in county, 1854. Is a Justice of the Peace. P. O., Chatsworth.

Milburn, John, farmer and Postmaster, Peabody P. O. He is owner of Lot 21, Con. 10, 100 acres; value, \$3,500. Was born in England in 1815. Settled in Grey Co., 1854. Has been a Councillor.

Manory, Robert, farmer, residing on Lot 6, Con. 13. Owner of 200 acres, worth \$7,000. Came to Grey Co. from Ireland in 1859. Born 1827. P. O., Invermay.

Palmer, S. & J., boot and shoemakers in Desboro Village. They own 1 acre of Lot 12, Con. 7, worth \$1,000. Are natives of Somersetshire, England; born in 1850. Came to Grey Co. in 1874. P. O., Desboro.

Pringle, Thomas, farmer. Owning Lots D. and E., Con. 3, 200 acres; valued at \$7,000. He was for some time Township Treasurer, and has been appointed a J. P. Came to the county from Scotland in 1855. Born, 1809. P. O., Chatsworth.

Penner, William, farmer, on Lot 6, Con. 7. He owns 100 acres, worth \$4,000. Was born in Ireland, 1824. Settled in the county, 1856, and has held the office of Township Reeve. P. O., Chatsworth.

Pringle, Joseph, farmer. Owns 100 acres of Lot F., Con. 3, worth \$4,000. Was born in the township, 1849, and at present is a Councillor. P. O., Chatsworth.

Sparrow, John, farmer. He owns 300 acres, being Lots G. and H., Con. 3; and Lot I., Con. 4; valued at \$10,000. Is at present Township Reeve. Was born in Peel County, 1839. Settled here in 1869. P. O., Chatsworth.

Stevens, Alexander, farmer, residing on West half Lot 11, Con. 9. He has 100 acres, worth \$3,000. Came to Grey Co. in 1856 from Scotland, where he was born, 1835. He holds the office of Township Clerk. P. O., Marmion.

Thompson, Allan, farmer. Owns 600 acres, being Lot 18, Cons. 10 and 11, and Lot 16, Con. 12, worth \$14,000. Was born in Ireland, 1823, and settled in Grey Co., 1874. P. O., Chesley.

White, William, farmer, residing on Lot 4, Con. 2. He owns 100 acres; valued at \$3,000. Came to county in 1845. Was born in Ireland, 1827. For some years was Assessor for township. Is a Justice of the Peace. P. O., Chatsworth.

Wright, Joseph, farmer and saw mill owner, residing on west half Lot 13, Con. 8, 50 acres, worth \$5,000. Came from Wales, where he was born, 1821. Settled in county, 1858. P. O., Desboro.

Ward, Edward, farmer. Owns south half Lot 12, Con. 16, 100 acres, worth \$2,000. Born in Ireland, 1839. Settled in county, 1855. He was for some time County Constable. P. O., Marmion.

SYDENHAM TOWNSHIP.

Buzza, William, harness maker. Annan P. O. Ballard, Peter, farmer, Woodford P. O. Owns and occupies Lot 14, Con. 1, South.

Donald, John D., farmer and cheese manfr. Owns Lot 20, Con. B. Annan P. O.

Dickson, Thomas, miller. P. O. address, Annan. Gibson, James, farmer. Owns and occupies Lot 17, Con. A. Leith P. O.

Gardiner, James, farmer. Woodford P. O. Is present Deputy Reeve of the township. Owns and occupies Lot 10, Con. 1, South. Owns in all, 300 acres.

Harkness, Gideon, farmer. Occupies Lot 32, Con. B. P. O. address, Annan.

Johnstone, William, farmer, and Postmaster at Johnstone P. O. Owns 180 acres in Lot 11, Con. C.

Luton, Thomas, farmer. Woodford P. O. Is the owner of

BIOGRAPHICAL DIRECTORY OF GREY COUNTY SUBSCRIBERS.

HOLLAND TOWNSHIP.

Anderson, A. M., merchant in Williamsford Village. Sullivan P.O. Has lived in county since 1857. Born in Owen Sound.

Archer, Jonah, farmer. Williamsford Station P.O. Was born in Canada, 1838, and settled in the county, 1862.

Breese, S. H., retired farmer, resides in Chatsworth, and was the first settler here. For some time was Treasurer of the township. Born in Norfolk Co., England, 1821. Came to county in 1851.

Bryan, Edward, farmer, residing on Lot 1, Con. 2 E.G.R., of which he owns 78 acres. Was born in Hope Township, 1851, and settled here in 1874. P.O., Chatsworth.

Burton, John, farmer, lives on Lot 82, Con. 2, E.T. and S.R. He owns 350 acres. Born in England, 1825. Settled in Grey Co., 1852. P.O., Markdale.

Callander, David, blacksmith in Holland Centre. P.O., Williamsford Station. Was a Township Auditor three years. He owns 1/2 acre village lot, worth \$800. Born in Scotland, 1846. Settled here in 1872.

Cameron, John, J.P., farmer, on Lot 17, Con. 3 E.G.R., 95 acres. Settled in the county in 1845. For ten years he was Deputy Reeve of the township, and five years the Assessor. Born in Scotland, 1828.

Campbell, Alexander, merchant in Chatsworth. Owner of 17 1/2 acres in the village, and 83 acres of Lot 42, Con. 2. Was born in Scotland, 1824, and settled here, 1850.

Crowther, John, waggon-maker in Holland Centre. P.O., Williamsford Station. He owns 100 acres of Lots 31 and 33, valued at \$1,000. Born in England, 1817. Settled in county, 1872.

Freeborn, Thomas, hotel proprietor, Berkeley Village. Was born in Ireland, 1841, settling in county, 1856. P.O., Berkeley.

Galbraith, R. M., hotel proprietor and auctioneer in Holland Centre. P.O., Williamsford Station. Was born in Ireland, 1837. Came to Grey Co., 1855.

Gillespie, James, farmer. Owns Lots 74 and 75, Con. 1, T. and S.R., 100 acres, worth \$3,000. Settled in county, 1855; born 1848. Was in the Council two years. P.O., Berkeley.

Hare, James, Jr., school teacher in Holland Centre. P.O., Williamsford Station. Was born in Canada, 1859.

Heberden, W. H., speculator, Chatsworth. Came here in 1873. Born in India, 1850.

Ingersoll, S. A., saddler and shoemaker, Holland Centre. P.O., Williamsford Station. Born in Canada, 1850. Came to county in 1875.

Ireton, James, hotel proprietor in Holland Centre. P.O., Williamsford Station. Has lived in the county since 1855.

Morrow, A., hotel proprietor, Chatsworth.

McGregor, D. M.D., physician, Chatsworth.

Morrison, John, insurance agent, &c., Strathaven. Came from Scotland, and settled in the county in 1870.

McLellan, Alex., M.D., physician, Walter's Falls.

Murray, James, money-lender and speculator. Arnott P.O. Born in Scotland, 1815. Came to Grey Co. in 1842. Has held the office of Assessor and been a member of the Township Council.

Nigh, H., merchant, Strathaven. Came here in 1868. Born at Markham, Ont., 1843. Owns 100 acres in Sydenham Township, Lot 1, Con. 4, valued at \$3,000.

Norton, William, farmer. P.O., Walter's Falls. He owns 671 acres in the township, worth \$16,000, and resides on Lot 7, Con. 11. He had a seat in the Council 11 years. Born in Canada, 1833. Settled in Grey Co., 1854.

Pickett, John, section foreman on the Toronto, Grey and Bruce Railroad; resides in Berkeley. Born in Canada, 1852. Came here in 1873.

Price, Carson, J.P., general merchant, Holland Centre. Has held several municipal offices, and is the present Township Clerk. Born in Ireland, 1837. Settled in county, 1857. P.O., Williamsford Station.

Reid, Rev. T. R., minister of the Methodist Church, Chatsworth. Came here in July, 1878.

Robertson, Angus, hotel proprietor, Williamsford Village. P.O., Sullivan. Born in Canada, 1835. Settled here, 1875.

Smith, Moses, proprietor of Holland Centre grist mills, and dealer in all kinds of grain. Williamsford Station P.O. Has 10 acres and mill property, worth \$6,000. Was born in Canada, 1832. Settled here in 1879.

Skene, George, millwright, Altona P.O., Ontario Co. Born in Canada, and settled in that county, 1862.

Steele, Michael, Jr., general merchant in Holland Centre. P.O., Williamsford Station. Came from Scotland and settled in the county, 1867. Born 1853.

Watson, Samuel, pump-manufacturer in Holland Centre Village. P.O., Williamsford Station. Has lived in county since 1852.

Wilson, John A., iron-founder, owns Lot 8, Con. 3 E.G.R., 100 acres, valued at \$3,000. Was born in Aberdeen, Scotland, 1847, and settled here in 1859. P.O., Chatsworth.

Williams, Alfred, merchant, and Postmaster of Holland Centre. He owns Lot 27, Con. 1, 100 acres, value \$900. Was born in England, 1841. Came to Grey Co., 1850.

Yates, James, farmer, and carries on a loan agency business in Holland Centre. P.O., Williamsford Station. Has lived in Grey Co. since 1858.

KEPPEL TOWNSHIP.

Boyd, William C., farmer, residing on Lot 40, Colpoys Range. He owns 100 acres. Was the 1st Reeve of Derby Township, and for some years was a Councillor. Born in England, 1811. Settled in county, 1842. P.O., North Keppel.

Boyd, R. A., merchant in North Keppel Village. Has lived in county since 1852, the date of his birth.

Heard, William, farmer, on Lot 40, Con. 20, of which he owns 104 acres. Had charge of the Post Office here for 7 years. Born in England, 1832. Settled in county, 1863. P.O., Kemble.

Horn, John, farmer. Lives on Lot 38, Colpoys Range. Settled in county, 1858. Has held the offices of Assessor and Collector, and sat in the Township Council several terms. Born in Scotland, 1829. P.O., North Keppel.

Lymburner, Horace, mill owner, residing in North Keppel. He owns 570 acres in the township, being Lots 38 and 41, Colpoys Range, and Lots 29, 30, 34 and 35, Con. 25; valued at \$5,300. Settled here in 1862. Born in Canada, 1836. P.O., North Keppel.

McKenzie, George, farmer, owning 233 acres of Lots 42 and 43, Con. 19. Born in Scotland, 1830. Came to Grey Co., 1859. P.O., Kemble.

McGregor, Donald, farmer. Owns 300 acres, being Lot 44, Con. 22, and Lots 43 and 44, Con. 23. Settled in Grey Co., 1868. Born in Scotland, 1838. P.O., Kemble.

Marshall, Daniel, farmer, on Lot 1, Con. B., of which he owns 50 acres, worth \$1,500. Came to county in 1853, from Scotland. P.O., Alvanley.

Miller, Robert, farmer. Owns 132 acres of Lot 1, Con. 3. Was born in Canada, 1838. Settled here in 1863. P.O., Parkhead.

Mallard, D. T., farmer and merchant. P.O., Oxenden. Is proprietor of 50 acres, being Lot 13, Con. 23. Settled here in 1862.

Ormiston, Thomas, farmer. He has 400 acres, being Lot 41, Con. 20, and Lot 42, Con. 21. Settled in Grey Co., 1857. Born in Canada, 1833. P.O., Kemble.

Pettman, Thomas, mill owner, Oxenden P.O. Is also owner of 115 acres of Lot 9, Jones Range. He has been Reeve of the township, and is at present time Captain in the Militia Force.

Reeve, T. H., merchant in Oxenden Village. Is owner of 6 acres in village, and 50 acres in Lot 13, Con. 23. Was born in Canada, 1828. Came to county in 1870. P.O., Oxenden.

Spencer, William, hotel proprietor at Hepworth Village. He owns 9 acres of land in the township. Has lived here since 1862.

Townsend, R. S., carpenter and joiner, in North Keppel Village. He owns 1/2 acre in village worth \$400. Came to the county in 1860. Born in Canada, 1848. P.O., North Keppel.

Westaway, William, farmer, on Lot 43, Con. 22. Owns 200 acres. Settled in the county in 1861. Came from England, where he was born in 1840. P.O., Kemble.

MELANCTHON TOWNSHIP.

Airth, William J. P., general merchant, Horning's Mills. Has been Postmaster of that place; as also Deputy Reeve and Reeve of Melancthon Township. Was born in Scotland in 1815. Came to this county in 1854. (See biographical sketch).

Allen, John S., farmer and carpenter. Owns 50 acres of land, valued at \$2,000, and located in Lot 30, Con. 2. Of Canadian nativity; born 1852. Settled in Grey Co., 1869. P.O., Maple Valley.

Allen, John, hotel keeper, at Horning's Mills. Owns 203 acres of land, of \$8,000 value, in Lot 14, Con. 2. Is an Englishman, born 1848, and settled in this county, 1873.

Allin, N. B., farmer. Shrigley P.O. Was born in England, 1829. Came to Grey in 1847. Now owns 100 acres of land in Lot 19, Con. 1, of \$6,000 value.

August, William, has been Postmaster and Deputy Reeve. Is owner of 50 acres of Lot 10, Con. 3, worth \$2,500. Born in England, 1818; has lived here since 1850. P.O., Horning's Mills.

Baxter, James, farmer. P.O. address, Honeywood. Born in England, 1830. Came to Grey Co., 1868. Owns 50 acres of Lot 27, Con. 1, valued at \$2,000.

Bailey, George, Postmaster of Shrigley, is a native of England, where he was born 1831. Came to this county in 1859, and is now owner of 100 acres of Lot 26, Con. 10, worth \$3,000, which he himself farms. He has been a Township Councillor for Melancthon.

Bates, Henry, farmer. Horning's Mills P.O. Owns 145 acres in Lot 17, Con. 1. Born in Ontario, 1811. Settled here, 1836. Is a Justice of the Peace, and has been Reeve of the township.

Bell, Jonadab, Shrigley P.O. Owns 253 acres, located in Lots 21 and 30, Cons. 8 and 9, the whole being valued at \$5,000. Native of England; born 1839. Settled in Grey Co., 1854.

Brown, James, is Township Clerk of Melancthon, and Postmaster of Melancthon Post Office. Is also a commissioner and conveyancer. Owns 180 acres of Lot 290, Con. 1 N.E.S.R. Born in 1839. Came to this county, 1852.

Corbett, James, farmer. Owns Lot 259, Con. 1 N.E., and the same Lot S.W.S.R. The value of the whole, \$4,000. Born in Ireland, 1830. Settled here, 1855. Is a member of the Council. P.O., Dundalk.

Caswell, Joseph, proprietor Mayburn Hotel. Dundalk P.O. Is a native Canadian; born 1846. Father settled in Grey Co., 1850.

Fead, Andrew, farmer. Owns 100 acres in Lot 30, Con. 2, of \$2,000 value. Was born in Canada in 1851; has lived in this county since 1868. Deals in grain in Shelburne Village, but his P.O. address is Redickville.

Fewster, William, farmer. Lot 20, Con. 2. Owns 300 acres of land, worth \$15,000. Of English birth, which occurred 1820; has resided in Grey Co. since 1840; has been Township Councillor. P.O., Horning's Mills.

Fraser, Donald, farmer and miller. Lot 31, Con. 1. Owns 200 acres of land, worth \$5,500. Was born in Scotland, 1820. Settled in Grey, 1858. P.O., Maple Valley.

Hatton, Thomas, Jr., farmer. Lots 203, 204, and 205, Con. 3. Is a native of this township, where he was born 1853. Owns 107 acres in the location named. P.O. address, Shelburne.

Hodgson, David. Horning's Mills P.O. Owns and occupies 50 acres in Lot 13, Con. 3. Born in Yorkshire, England, 1817. Settled in this county, 1860.

Hodgson, T. P., farmer and miller. Lot 15, Con. 1. Owns a farm of 80 acres, worth \$9,000. Of English birth; born 1818. Has resided in Grey Co. since 1868. P.O. address, Horning's Mills.

Jelly, Simon, of Lot 2, Con. 3. Has been a member of the Municipal Council. Was born in Canada, 1839. Came to Grey Co., 1862. Owns 350 acres of land, of \$15,000 valuation. P.O., Shelburne.

Marshall, Robert, of Lot 22, Con. 1. Was born in Hamilton in 1830; and in 1866 removed to Grey Co. He has sat in the Township Council. Owns 100 acres of land, worth \$4,000. P.O., Honeywood.

Mills, John, farmer. P.O. address, Melancthon. Is Township Treasurer at the present time. Owns 100 acres of land, Lot 10, Con. 3, valued at \$3,500. Was born in Scotland, 1821. Has lived in Grey Co. since 1853.

McGhee, Robert, farmer, of Lot 15, Con. 3. Has been many years Reeve of Melancthon. First settled in this county, 1848, having been born in Canada, 1834. Owns 330 acres of land, worth \$10,000. P.O. address, Horning's Mills.

McGhee, John, farmer. Born in Canada, 1829. Settled in Grey Co., 1847. Owns 100 acres of Lot 19, Con. 1, valued at \$6,000. P.O., Horning's Mills.

O'Strander, James, farmer. Lot 25, Con. 3. Has a 150 acre farm, of \$5,000 value; of Canadian nativity; born 1828. Settled in Grey Co., 1868. P.O. address, Redickville.

Redick, George A., hotel proprietor and carpenter, is also Postmaster of Redickville. Is a native Canadian; born 1838. Has resided in this county since 1862.

Rowbotham, Wm. S., farmer. P.O. address, Shrigley, resides on Lot 30, Con. 8; born in 1853. Came to this county with his parents in 1856.

Silk, John, farmer, resides on Lot 28, Con. 2, where he owns 100 acres of land, of \$4,000 value. Was born in this county, 1839. P.O., Maple Valley.

Stewart, James, farmer and cabinet-maker, Lot 31, Con. 2. Owns a 100 acre farm of \$3,000 value; born in 1820. Settled in Grey, 1852. Native of Scotland. P.O., Maple Valley.

Snell, William, farmer, Lot 31, Con. 2, W. Owns 200 acres of land of \$3,500 value. Of English nativity; born 1820. Has resided in this county since 1866. P.O. address, Honeywood or Redickville.

NORMANBY TOWNSHIP.

Ashley, John B., farmer and millwright, breeder of thorough-bred stock and horses. Owns part of Lots 2 and 3, Con. 13, 232 acres. Is an Englishman; born in Hampshire, 7th Nov., 1836. Settled in Grey County, June, 1867. P.O. address, Neustadt.

Anderson, James, farmer. P.O. address, Alsfeldt, Owns Lot 14, Con. 5, 100 acres, value \$5,000. Holds the office of Township Auditor. Born 27th March, 1840, at Lauder, Berwickshire, Scotland. Settled in county, October, 1856.

Busche, George, hotel-keeper at Neustadt. Is a German; born at Baden in 1841. Settled in Grey County in February, 1855.

Batz, George, tenant farmer. Resides on Lot 15, Con. 7. Born in Germany, 1833. Came to Grey Co., 1852. P.O. address, Aytton.

Ball, Hugh, farmer and fruit grower (apples and pears). Owns Lot 20, Con. 15, 200 acres, valued at \$9,000. Is an Irishman; born 1838, in County Fermanagh. Settled in the county, 1852. Holds office as Tp. Councillor. P.O. address, Neustadt.

Ball, James, farmer. P.O. address, Hampden. Born 1834, in County Fermanagh, Ireland. Owns Lots 21 and 22, Con. 16, 209 acres; value, \$13,000. Is a Justice of the Peace, and was at one time Township Collector.

Byers, Henry, farmer, and Postmaster at Hampden. Is a Scotchman; born in Dumfriesshire, 25th December, 1832. Owns 101 acres of land, being Lot 21, Con. 17. Has held the office of Justice of the Peace for the county.

Byers, Thomas, farmer. P.O. address, Hampden. Owns Lot 19, Con. 17, 100 acres, valued at \$6,000. Born in Dumfriesshire, Scotland. Settled in Grey Co., 1860.

Blyth, John, farmer. Born at Guelph, Ont., 4th Oct., 1849. Date of settlement in county, 1st July, 1870. Holds office as First Deputy Reeve. Has been Tp. Councillor. Owns 200 acres, being Lots 29 and 30, Con. 2. P.O., Orchard.

Brown, W., teacher, School Section 5. Born in York, April 14th, 1859. Settled in the County of Grey, 1st Jan., 1877. P.O. address, Aytton.

Blyth, C. M., farmer, and propr. of saw mill. Owns 1,000 acres, which consists of Lots 18, 22, 23, 24, 25, 26, 27, Con. 3, valued at \$40,000. Born at Guelph, Ont., 20th March, 1834. Settled in the county in April, 1860. P.O. address, Orchard.

Ball, John, farmer and apiarist. Is a native of the north of Ireland; born 1828. Came to Grey Co. in Oct., 1850. Owns Lots 21 and 22, Con. 15, 150 acres, valued at \$10,000. P.O., Hampden.

Byrns, Patrick, farmer. P.O., Hampden. Is an Irishman; born in Co. Carlow, 1838. Settled in county, 10th January, 1858. Owns 125 acres, being Lot 30, Con. 18, value \$7,000.

Blagborne, Fletcher, teacher, School Section No. 1. Is a Canadian; born in the Township of Pelham, Welland Co., 5th Nov., 1854. Date of settlement in county, 1st Jan., 1880. P.O. address, Varney.

Barber, Matthew, farmer. P.O., Varney. Born in Renfrewshire, Scotland, 15th Dec., 1815. Came to Grey County in the spring of 1842. Owns 1/2 of Lot 6, Con. 1, 50 acres, valued at \$4,000.

Browne, P., farmer. Was born at Dundee, Scotland, 22nd March, 1822. Settled in Grey Co., 1860. Owns 100 acres, being part of Lots 8 and 9, Con. 1, value \$10,000. Was for some time a cloth merchant in Toronto. P.O. address, Orchard.

Brown, David, farmer. Owns Lot 75, Con. A., 75 acres. Is a native of Canada; born at Tyendinaga. Came to Grey Co., 1st April, 1875. P.O. address, Mount Forest.

Calder, Alexander, farmer. P.O. address, Egremont. Owns Lot 26, Con. 6, 200 acres, valued at \$6,000. Born in Kincardineshire, Scotland, 26th March, 1830. Settled in Grey Co., August, 1855. Holds office as Township Assessor.

Cameron, William, farmer. P.O. Varney. Born in Glasgow, Scotland, 18th April, 1825. Settled in county, Feb., 1858. Owns Lot 5, Con. 1, 100 acres; value, \$7,000.

Caldwell, T. & H., general merchants, telegraph office and post office. T. C. born in Puslinch Tp., 1851; H. C. born in Normanby Tp., 1857. Settled in county, 1864. P.O. address, Orchard; residence, Orchardville.

Chilton, Henry, farmer. Born 24th July, 1810. Settled in Grey Co. 15th May, 1855. Owns Lot 73, Con. 2, 100 acres, value \$6,000. P.O. address, Mount Forest.

Corley, James, farmer and linen weaver. P.O. address, Mount Forest. Owns Lot 32, Con. 1. Born in County Mayo, Ireland, 1st May, 1818. Settled in Grey County in April, 1842.

Doyle, Maurice, farmer. Born in County Carlow, Ireland, 1842. Settled in the county, Dec., 1854. Owns 150 acres, being Lots 18 and 19, Con. 7. P.O. address, Aytton.

Derby Joseph, farmer. Is the owner of 125 acres of land, Lot 22, Con. 18, which is valued at \$4,000. Mr. Derby is a native of Scotland; was born 1838, and settled in Grey County in 1866. P.O. address, Hampden.

Duignan, Thomas, Postmaster at Nenagh. Is an Irishman; born in Co. Roscommon, 1830. Settled in Grey Co., 1st Jan., 1861.

Dickson, John, miller, farmer, and merchant. Is an Englishman; born in the County of Northumberland, 14th Oct., 1824. Settled in Grey County, 1854. Owns Lots 64 and 65, Con. 3, 187 acres, value \$12,000. P.O., Gleneden. Has held office as Councillor and Deputy Reeve.

Douglas, John, farmer. Born in Dumfriesshire, Waterloo Co., 25th May, 1856. Settled in Grey Co., Oct., 1860. Owns Lot 33, Con. 2, 116 acres, value \$7,500. P.O. address, Orchard.

Euler, A., hotel keeper and dealer in stock. P.O. address, Neustadt. Owns Lot 5, Con. 14.

Eckstein, Daniel, farmer. Has an excellent stock of horses. Owns Lot 4 and part of Lot 5, Con. 14, 120 acres, valued at \$10,000. Has been Township Assessor and Collector. Is a German; born in Bavaria, 6th February, 1831. Came to Grey Co., 16th March, 1857. P.O. address, Neustadt.

Ellis, William, farmer. Born in Waterloo, Ont., 1st April, 1844. Settled in Grey Co., March, 1857. Is owner of 132 acres of land, being Lots 11 and 12, Con. 4. P.O. address, Clifford or Alsfeldt.

Fischer, Conrad, farmer. Holds office as Township Councillor. Is owner of Lot 20, Con. 8, 100 acres, valued at \$7,000. Born in Hesse Darmstadt, 8th December, 1838. Settled in county, 1854. P.O. address, Aytton.

Geddes, Thomas, farmer. P.O. address, Hampden. Is a Scotchman; born in Dumfriesshire in 1833. Settled in Grey Co., 1853. Owns 126 acres, Lot 21, Con. 18, valued at \$7,000.

Gehl, William, farmer. Owns lumber mill and manufactory; also 62 acres of land, being Lots 5 and 6, Con. 17, valued at \$5,500. Born in Wilmet Township, Waterloo County. Settled in Grey Co., 1868. Has held office as Deputy Reeve and Township Councillor. P.O. address, Neustadt.

Green, Francis, farmer. Owns Lot 22, Con. 7, 100 acres of land, valued at \$5,000. Born in County Kerry, Ireland, 21st March, 1840. Settled in Grey Co., 9th August, 1847. Has held office as School Trustee. P.O. address, Aytton.

Green, Eugene, farmer. Born 26th June, 1853, in Toronto, Ont. Date of settlement in county, 1856. Owner of Lot 17, Con. 18, 125 acres, valued at \$8,500. P.O. address, Allen Park.

Grant, William, farmer. P.O. address, Varney. Owns 100 acres of land, valued at \$7,000, being parts of Lots 5 and 6, Con. 1. Is a native of Aberdeenshire, Scotland; born, 1811. Settled in Grey Co., 1856.

Heimbacher, Henry, woollen manufacturer, musical composer, and bandmaster of the Neustadt Band. Is a German; born at Efla, 25th August, 1837. Settled in the County of Grey, 1853. P.O. address, Neustadt.

Heimbacher, George, carpenter, Neustadt Village. Born in Canada, 1854.

Henderson, George, farmer. P.O. address, Hampden. Is a Scotchman; born in Dumfriesshire, 1836, and settled in Grey Co., 1855. Owns 125 acres, being Lot 25, Con. 18.

Hopf, George, farmer, manager of the Germania Mutual Fire Insurance Co. Owns Lot 4, Con. 8, 80 acres of land, valued at \$6,000. Is a German; born 29th September, 1829, at Oberkatz, Meiningen. Settled in Grey Co., 1855. P.C. address, Neustadt.

Hoffman, Henry, jeweller, dealer in watches, clocks, organs; agent Royal Sewing Machine, &c. Born in Mecklenburg, Germany, 6th December, 1846. Came to Grey Co., 24th September, 1868. P.O. address, Neustadt.

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